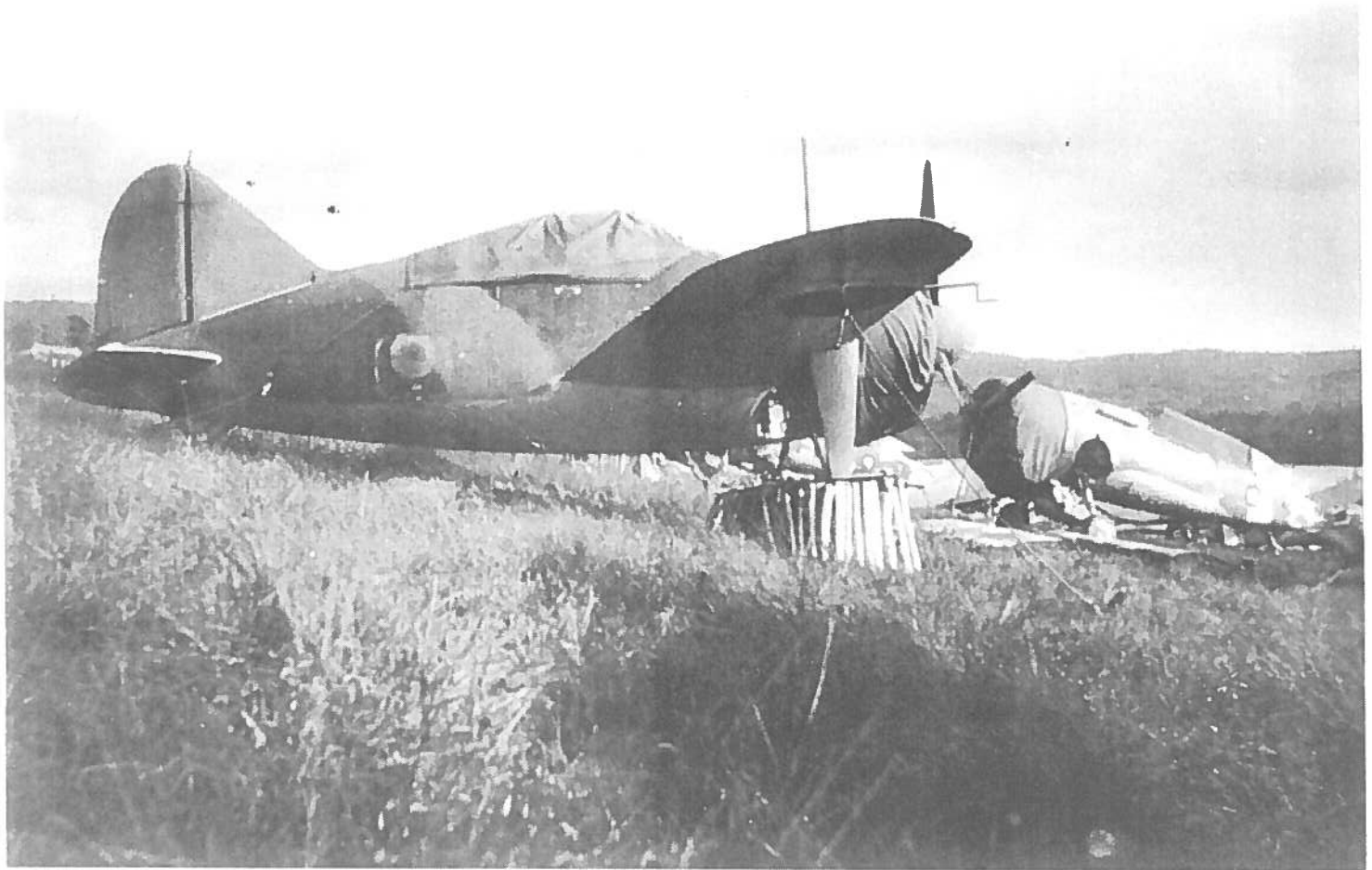


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April 2001

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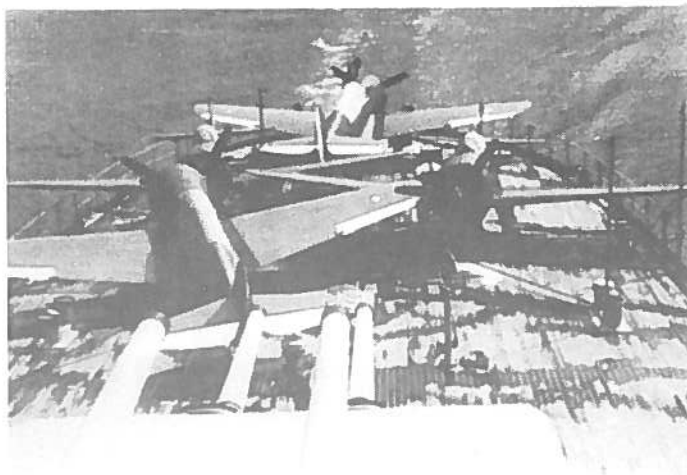
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Forgotten Aircraft of the Antilles
Venezuelan Naval Aviation
Swedish Klemm Kl 35D
Spanish PWS-10

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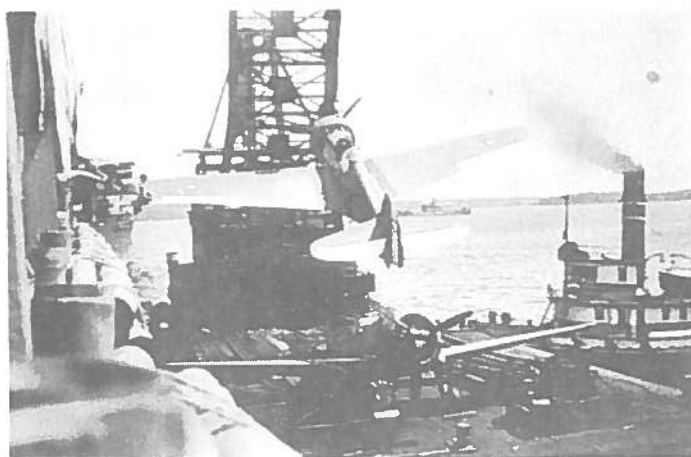
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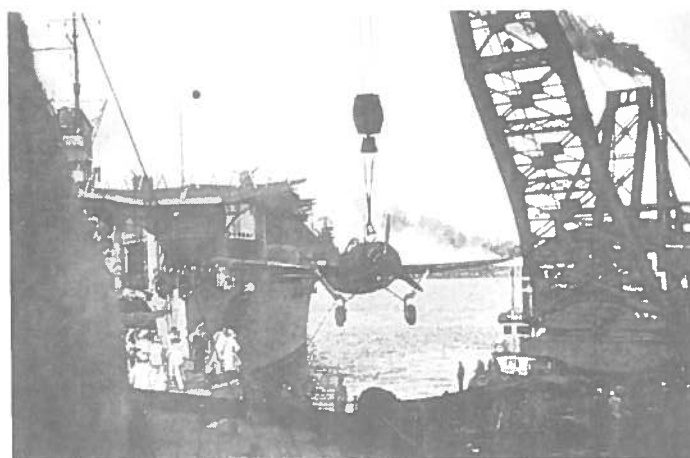
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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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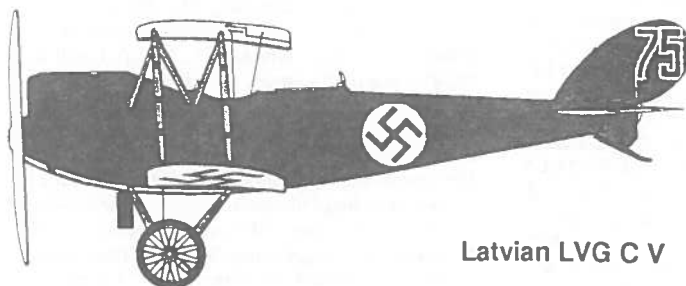
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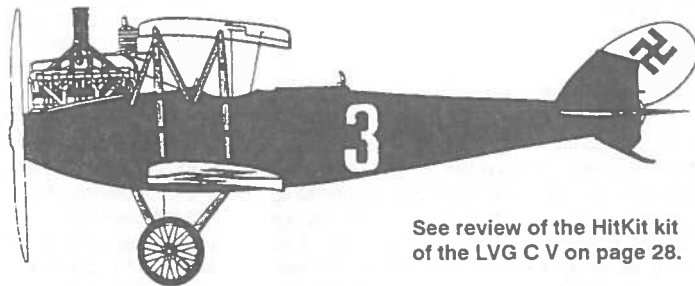
LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Alain La Pierre, Maracay, Venezuela; Jaroslaw Kusmirek, Lubartow, Poland; Jean Paul Castella, Marseille, France. Josef Gotz, Usti nad Labem, Czech Republic. Egils Pelecis, Riga, Latvia. Charles Berecz, Dayton, Ohio. Terry Elmore, Everett, Washington.

SAFCH WEB SITE: See SAFO photos in color and chat with members at www.bartoli.com/safo

COVER COMMENTS: It is well known to small-air-force enthusiasts that the Brewster Buffalos destined for Belgium were being transported across the Atlantic on a French aircraft carrier when the Germans invaded the Low Countries and France in May 1940. It is also well known that, after the fall of France, these aircraft, along with French Curtiss 75s and CW-77s (biplane Helldivers), were diverted to Martinique in the Antilles where they were off-loaded and stored in an open field. Less well known is the ultimate fate of these aircraft. Are they still on Martinique awaiting some enterprising "Buffalo Hunter"? This mystery was solved when the French magazine AVIONS published a well-researched article on this entire episode. Now, with the kind permission of the editor of Avions (long-time SAFCH member Michael Ledet), the generous support of the author (Lucien Morareau), and the translation skills of my sister (Sandy Schachter), the story can now be told for the first time in the English language. To whet your appetite, our cover photos shows a Belgium Brewster Buffalo at Pointe des Sables, Martinique, in 1942. Note the wingless Curtiss CW.77 in the background. (Photo by Mathieu via author).



Latvian LVG C V



See review of the HiKit kit of the LVG C V on page 28.

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"I am looking for several injection-molded 1/72-scale kits of the Ikarus IK-2 produced by the Guano Aeroplane and Zeppelin Works (GAZW). The kits should be in an unstarted condition and only

from the above mentioned producer (since no other kit matches the quality of the CAZW product). Either trade or purchase is acceptable. I need three of these kits, but if anyone had at least

one of these kits, please contact me." Marko Soletic (SAFCH #1274), Vojnoviceva 22, 10 000 Zagreb, Croatia.

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 4/00 (32 pages) "He 70" 3 pages including 2 side-view drawings of Spanish a/c (one with a colorful "sunburst" color scheme). "Merlin-Engined Seafires" (Part 2) 6 pages including 4 side-view drawings. "The Philippines - Round One" 5 pages including order of battle and 13 side-view drawings [USAAF P-26A, P-40B, P-35A, A-27, B-10B, & B-17D; USN PB-4; and PAF P-26A, Stinson SR-9, Stearman A73L & 76D, & Beach 18D]. "Air America (again)" 2 pages including 3-view drawing of Cessna Bird Dog. "The Woomera" 11 pages including 2 photos and 6 pages of 1/72-scale multi-view drawings of CA-4 and CA-11/11A. "Dispirited Ryan" 3 pages on converting the Spirit of St Louis into a Ryan B.1 including a scale 3-view drawing. 1-01 (32 pages) "Museums for the Modeller" 8 pages of short descriptions of 25 aviation (and military) museums, all but one in Europe, including 7 photos. "Catalina Details" 6 pages on PB-4 kits, conversion kits, super-detail sets, and decals including one side-view drawing of the Greenpeace PB-5A. "Mighty Hunter" 4 pages with drawings of 4 special-use RAF Hawker Hunters. "Wackett Bomber/Woomera Update" 9 pages including 8 pages drawings. "The Philippines: Round Two" 2 pages on IJNS a/c during the invasion of the Philippines including 5 side-view drawings (ASM4, two A6M2, C5M2, & G4M1). "Rotary Winged Movie Stars" 2 pages on modelling the Bell 47 pretending to be a Flettner 282 in the movie "Where Eagles Dare".

AUSTRIA

OFII NACHRICHTEN (Oesterreichische Flugzug Historiker, Pfenniggeldf. 18/2/14, A-1160 Wien. Write for free sample.) 4/00 (40 pages) "UFAG C.1 Serie 161 'Uzi'" 3 pages including 2 photos and one side-view drawing. "Short SC.7 Skyvan" 5 pages on Austrian AF 'SS + TA' including 3 photos and 4-view drawing of camouflage scheme. Photo: Austrian AF '30 Jahre Saab 105'.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere). 26/6 (24 pages) "Caribou with a Twist: DHC-4T Turbo Caribou" 3 pages on converting the Hobbycraft kits to turbo engines including 7 photos (5 of the model).

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00). 6/2000 November/December 2000 (48 pages) "Modelling the F-84 in 1/48 Scale" 5 pages including 13 photos of models (3 in color). "100 Group Defiant" 3 pages on modeling Flashback's 1/48 Defiant including 4 photos of model & sketches. "Last of the Wildcats" one page on modeling the MPM 1/72-scale FM-2 including 3 photos of the model. "Touchdown Phantom" 2 pages on modeling the 1/72-scale Fujimi FGR.2 including 3 color photos of the model. "Scale Modelworld 2000" an 8-page list of all winners including 32 color photos. 1/2001 Spring (40 pages) "DII Venom in RAF

Markings" 4 pages including 4 photos (3 in color) of models and 5 side-view drawings.

THE CATALINA NEWS (Joan Watts, The Catalina Society, 24 Batts Hill, Reigate, Surrey, RH12 0LT England. One year £15.) #46 January 2001 (24 pages) "Catalina Photo Page" one page with 2 photos (one shows a Catalina being refuelled from a Matadore on landing craft - a 1st-class diorama subject). "In Her Element" 8 pages on a Cats publicity tour to Italian sea-side resorts including 15 color photos and an informative text about operating a flying boat in open waters. "The MAD Barrier on the Strait of Gibraltar" 3 pages including 2 photos of USN Cats. "Cat Contact Column" and "World Catalina News" 3 pages including 5 photos.

21st Century Plastic Modeller, Vol. 1, No. 1. July/August 2000. PAMAG (Publications), Ltd, Riverdale, 89 Graham Road, Sheffield S10 3GP, England. £2.25. Annual subscription (6 issues) £16.50 overseas or £20.00 airmail. \$33 from Wise Owl (see above). #2 November-December 2000 (56 pages) "A Spitfire Selection in 1:72 Scale" 4 pages including 11 photos of models of various Marks. "Gloster Meteor MkIII" 4 pages including 3 photos of the a/c, 5 photos of the model, and 2 pages of 1/72-scale multi-view drawings. "Eurofighter Typhoon" 2 pages on modeling the Airfix kit including 15 photos of the model. "Canberra PR-3 Corrections and Improvements for the Matchbox Kit" one page with 2 photos of the model and sketches. "Improving the Airfix Hannover CL.IIIa" one page including 3 photos of the model. Kit reviews: Airfix Piper Cherokee Arrow, Revell P-47M, Siga FJ-1 Fury, Airfix Dauntless, Airfix Buccaneer, Airfix Harrier GR.3, Airfix Ju87B/R, Eudard Fokker Dr.1, Roden Fokker Dr.1, & Heller P-61 Blackwidow. Reprinted 3-view drawings: SBU-1 & Curtiss XP-37.

INSIGNIA (Blue Rider Publishing, 43a Glasford St., London SW17 9HL, UK.) 4 issues £24.00 surface mail worldwide; £26.00 air mail USA/Canada; £28.00 Australia/Japan. IMO, Mastercard/Visa/Access, or US currency notes. Add £5.00 if paid by dollar cheque. (North American subscription agent: Wise Owl Publications, 1926 S. Pacific Coast Highway, Suite 204, Redondo Beach, CA 90277. E-mail: wiseowl@sprintmail.com. Web Site: www.wiseowlmagazines.com). #15 Winter 2000 (36 pages) "Curtiss and Crown" (Part 2), 6 pages on early Australian flying school including 16 photos of Curtiss JN4. "Swiss Fliegertruppe 1914-1936" (Part 2) 9 pages including 12 photos (Hafeli DH-1, DH-4, & DH-5; Dewoitine D-19, D-26 & D-27; MS229; Zepp LZ C.II; and Fokker C.V.) and drawings (usually one or two side views and a top view) of Grandjean L-1; Wild WTS, WT-1, WT-1S, 'Spezial'; SWS C-1; SSW D.III; Fokker D-XI; Hanriot HD-1; Hafeli DH-3 & DH-5; Militar-Apparat MA-7; and Zepp LZ C.II. "Columbian Wild Trainers" one page including drawings of Wild WT. "Air Force Insignia #22: Albania 1947-2000" 4 pages including list of a/c, drawings of 8 variations of insignia, and 9 side-view drawings (MiG-15, MiG-15UTI, MiG-17, MiG-19, MiG-21, Il-28, & An-2). "Air Force Insignia #26: Greece 1912-1923" 3 pages including color drawings of 5 variations of insignia, table of a/c, 3 photos, and 6 color side-view drawings (Arco DH9, Ansaldo A-1 Balilla, & Breguet 14).

SWEDISH AIRFORCE SIG (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ. Subscription £5.00 UK, £7.00 Europe, \$16.00 USA. #36 February 2001 (36 pages) "The O9, ASJA Type 2" 2 pages on history and scratch-building the O9 including multi-view 1/72-scale drawing. "The F 19 Gladiator Yellow 'H'" one page including 3-view drawing. "The Gloster Gladiator in Sweden" 5 pages including 6 side-view drawings. "Swedish Air Force Operations" 6 pages on service history of the Swedish Gladiators including activities in the Winter War and tables of F19 victory claims, and F19 Swedish Gladiator serials. "DH 60 Moth - Sk9" 5 pages including tables of military & civilian serials and scale drawings showing the color schemes for an all-aluminum and a yellow-red Sk9. "Halt! Polis!" 2 pages on building Italeri Bell 47 in the markings of the Swedish Flying Police Service. "Swedish AF SIG Newsletter Index" 6-1/2 pages.

FINLAND

FINNISH AIR FORCE SIG, c/o Nils R. Treichel, Grosser Platz 4, 27432 Bremervoerde, Germany. Entirely in English. No. 17 (10 pages) "Finnish Blenheims" 2-page with short history and modeling notes. "Blizzard Colours" 3 pages on the Pyry with 7 drawings of color schemes including a bizarre green and orange special scheme with shark mouth and sunburst. "Aerobatic Hawks" one page with drawings of the Finnish HS Hawks that appeared at the International Air Meeting 2000 in Austria.

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). 2-3/2000 #134-135 (32 pages) "Bell P-39 Airacobra" 24 pages on the P-39 restored for a Finnish museum including 45 photos, scale 3-view drawing, and 5 pages of sketches of details.

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$30, elsewhere \$35; payment by International Postal Order or in cash; no cheques accepted because of high redemption rates). Each issue includes a 2-page English summary. 4/2000 (24 pages) "Saaski Company" (Osa 1) 5 pages including 7 photos of thier 'Mosquito'. "Fokker D.XXI with Retractable Undercarriage" (Osa 2) 7 pages including 7 photos and a 5-view drawing. "Propeller Stickers used by the State Aircraft Factory (VL) 1923-63" 2 pages including 6 drawings. "Aerial Reconnaissance using FR-, BW-, CU, and MT- lanes" (Osa 1) 5 pages including 6 photos. 1/2001 (24 pages) "Heinkel He 112: A Lamb in Wolf's Disguise" 9 pages, including 10 photos, on the He 112 demonstrated and turned down by the Finns. "Saaski Company: Part 2: Civil Registered a/c" 4 pages including 11 photos. "Fighter Aerial Reconnaissance Photography in Finland" (Part 2) 5 pages including 5 photos and a multi-view drawing of Bf 109 G-8 converted to carry a camera. "The Fifth and Final Registration System of the Finnish Aviation Corps and Air Force 1927-" 2 pages including 2 photos.

FRANCE

AIR ZONE, Le Nouveau Mensuel de l'Air! (Air Zone Magazine, 53 rue Boissiere, 75116 Paris. E-mail: headland@airzone.net) A one-year subscrip-

tion for 9 regular issues and two special issues is 40\$FF. Payment preferably by check drawn in FRF on a French bank, by draft or postal giro.) Photo captions in English.

#31 (68 pages) "Les sorciers des Alpes" 6 pages including 13 photos (Swiss Hunter, PC-9, & F-5E). "Passent les Alize" 10 pages including 19 photos. "Rafale M" 6 pages including 6 photos. "Cooperative Key 2000" 8 pages including 11 photos (Macedonian Mi-17; Slovenian Bell 412 & L.410; Slovak Mi-17; Bulgarian Su-25; Romanian Puma & MiG-21; Hungarian Mi-17; Austrian AB-212; and Moldavian An-72).

AERO JOURNAL, Aero Editions, 50 bld Paul Valery, 32500 Fleurance, France. Sixteen-page English translation of the main articles (denoted below by titles in English). US\$ 40.00 including air mail for one year (6 issues). Visa and Mastercard accepted. E-mail: aerjournal@infonie.fr.

#16 Dec 00-Jan 01 (72 pages) "Arado Ar 234" 17 pages including 27 photos, 8 color side-view drawings, and a color 5-view drawing (plus a 6-page English translation). "Pour le franc symbolique" 12 pages on the the subsequent histories of aircraft ordered by France but not delivered including 10 photos and 11 color side-view drawings (RAF Mohawk & Tomahawk; RN Martlet, Chesapeake, & Nomad; SAAF Maryland; RAAF Boston; Portuguese Mohawk; Soviet Tomahawk; and USAAF RDB-7B & PP-38G) plus 2 pages of English translation. "Indochine 45-54" 2 pages with 12 color side-view drawings of a/c in French markings [Grumman F6F & F8F; Bell P-63; Douglas SBD, SB2C, & RB-26; Vought AU-1; Republic Seabee; DHC Beaver; Spitfire LF.IX; and MS.500 (in Laotain Markings)]. "Les as de l'aviation: Teruhiko Kobayashi" 3 pages including 3 photos and 5 color side-view drawings of Ki-61. Le groupe Kuhlmeier 6 pages including 10 photos and 5 color side-view drawings (Ju 87 & Fw 190). "Hugin ne repond plus" 5 pages on Swedish DC-3 and Catalina shot down over the Baltic by the Soviets on 13 & 16 June 1952; includes a map and 2 photos. "Jusqu'au bout sur nos Mohawk" 5 pages including 5 photos and 5 color side-view drawings of RAF Mohawks in India. "La chasse francaise 1939-1945 (16): Le GC II/4" 4 pages including 3 photos, table of bases, victories, losses, etc., and 5 color side-view drawings of their Curtiss H-75A. "L'arme fatale" one page including a color side-view drawing of a Finnish Pe-2. "Un combat Roc... ambolesque!" one page including a color side-view drawing.

#17 Fev-Mar 01 (72 pages) "A History of 104 Gruppo" 16 pages including 15 photos and 6 color side-view drawings & a color 4-view drawing of the unit's torpedo-armed SM-79s. "Sinking of a Myth" 11 pages on the sinking of the *Repulse* and *Prince of Wales* including 11 photos, one map, and 7 color side-view drawings (Nells and Buffalos). "A Whiter Shade of Blue" 3 pages including 4 photos and 3 color side-view drawings of RAF Swordfish. "La chasse francaise 45-50" 3 pages including one photo and 14 color side-view drawings (Vampire, P-63C, Spitfire IX, P-39Q, D.520, Hurricane IIC, P-47D, Yak-3, Curtiss H-75A, Mosquito NF30, Ki-43 II, NC-900 aka FW-190, Seafire F15, & P-40L). "L'etrange destin du CAO 700" 6 pages including 7 photos and color 3-view drawing. "Barbouillage et marques" 2 pages with one photo and a color 2-view drawings of a D.520 in a wild color scheme proposed for post-armistist French a/c. "La chasse francaise 1939-1945 (17) Le CG III/4" 2 pages including 2 photos (D.510 & MS.230) and 2 color side-view drawings of D.510. "A la chasse aux machines a laver" 3 pages including 3 photos of

USN PV-1 Venturas. "Un combat trop loin" 5 pages on final two days of aerial combat over Japan including 9 photos, a table of US victories, and 3 color side-view drawings (F6F-5, J2M6, & P-47N). "Les 'Hollandais volants' de la Luftwaffe" 4 pages including 4 photos. "SB-2 contre sous-marins sovietiques" one page including one photos and one color side-view drawing of Finnish SB-2. "Curtiss H-75A" one page with a color 3-view drawing of a/c in Vichi markings at Dakar in 1941.

AVIONS: Toute l'Aeronautique et son Histoire (LELA PRESSE, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).

#94 Janvier 2001 (64 pages) "Mitsubishi J2M Raiden" 8 pages including 15 photos, color cover painting, 8 color side-view drawings, and a page of color drawings of a J2M in strip-down condition. "Le Caudron C.690" (Partie 2eme) 6 pages including 16 photos. "Affrontements meurtriers dans le ciel francais, vus en 1940/41 par la 208.I.D." 8 pages including 16 photos and 6 color paintings of Spitfires and 109. "Les Junkers 52 au Portugal" 6 pages including 12 photos. "Les Nieuport Tchecoslovaques" 10 pages including 20 photos, a map of Czech Legion's Siberian Odyssey, and color drawings of 5 exotically-marked Nieuports. "Les Tupolev ANT-7 et derives" 7 pages including 17 photos. "Maquette: Le DFS 230 + Bf 109E" 5 pages on modeling the WSW 1/48-sale kit including 12 color photos of the model and 3 photos of the real thing.

#95 Fevrier 2001 (64 pages) "A.W. Whitley: Le bombardier du rearmement anglais" 9 pages including 16 photos, color cover painting, & 8 color side-view drawing. "Le Breguet 470 T12 'Fulgur'" 5 pages including 10 photos (2 in Spanish markings). "Une tornade contre les B-29: Le Mitchibishi Raiden du groupe 'Tatsumaki'" (2ere partie) 7 pages including 18 photos and 6 color side-view drawings. "Vespa 2: Luigi Corriani" 5 pages including 14 photos (Breda 25, CR.32, CR.42, & C.200). "Le Tupolev R-6/KR-6 et ses derives" 7 pages including 13 photos and color drawings of 2 Air Force machines and a blue and yellow 'SSSR-N166'. "Les Nieuport Tchecoslovaques" (2ere partie) 6 pages including 15 photos and a map of Czechoslovakia. "Les operations des Junkers 52 au Portugal" 6 pages including 12 photos and 3 tal res. "Le Cessna O-1 Bird Dog: Maquette Airfix au 1/72eme" 5 pages including 5 photos of the model and 7 photos of the Italian Bull Dogs.

#96 Mars 2001 (64 pages) "Retros du Mois" one page including 2 photos of Potez 56. "Les chasseurs SPAD-Herbemont de l'entre-deux guerres" 6 pages including 15 photos and color cover painting of Spad S.91. "Hyeres 1943: la derniere mission du B-17 'Fertile Myrtle'" 4 pages including 7 photos and one color side-view drawing. "Vespa 2: Luigi Corriani" (2eme partie) 4 pages including 11 photos (MC.202 & SAI 207) and one color side-view drawing of MC.202. "Le Armstrong Whitworth Whitley (2eme partie) 10 pages including 18 photos, 5 color side-view drawings and 3 pages of color drawings. "L'hydravion RAS Getta" 7 pages on Romanian-built flyingboat including 9 photos, a one-page cutaway drawing, 2 color side-view drawings, and a 2-page 1/72-scale multi-view drawing. "Une annee de guerre sur Bf 110" 5 pages including 19 photos. "14/18: Lello Portela: un chasseur portugais au service de la France" 4 pages including 9 photos and 4 color drawings of a/c in Portuguese markings (Spad VII, Breguet 16, DH.9A, & Breguet 14). "Le Tupolev R-6 et leurs derives durant la Seconde Guerre Mondiale" 8 pages including 17 photos, 3 small 3-view drawings, and color side-view drawings of overall orange MP-6

and yellow/blue PS-7. "Le Focke-Wulf Fw 56 Stosser: Maquette en resine et metal blanc au 1/48eme" 3 pages including 9 color photos of the model.

JETS: Toute l'Aeronautique Moderne (LELA PRESSE, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).

#61 Janvier 2001 (54 pages) "L'Ecole de l'Air" 3 pages including 7 color photos. "Le Premier Regiment d'Helicopteres de Combat" 7 pages including 14 photos. "Les 'Cobra' de la 9a Escuadrilla de la Marine Espagnole" 6 pages including 9 photos of Spanish Harriers. "Avro CF-100 Canuck" 12 pages including 36 photos (7 in color) and a 2-page cut-away drawing. "Visite a Konya" 9 pages including 21 photos of Turkish F-4 and F-5. "Um echange avec dea Tchekes payant" 7 pages including 19 photos of Czech MiG-21.

#62 Fevrier 2001 (54 pages) "Des Lanciers Roumains en Alsace" 4 pages including 7 photos of gaudily camouflaged MiG-21. "Avro CF 100 Canuck: CF-100 Pour l'OTAN" 11 pages including 24 photos (Canada & Belgium) and 3 4-view 1/72-scale drawings (Mk.3, 4, & 5). "Midlife Update: MLU" 8 photos of Dutch F-16 with a couple of helicopters and a L-39 thrown in. "Rafale hivernal sur le Ponant" 10 pages including 13 photos. "La Fouga CM 170 'Magister': Maquette en resine et metal blanc au 1/48eme de WSW" 4 pages including 11 photos of the model.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

1-2001 (40 pages) Nothing of small-air-force interest.

ITALY

AERO FAN Storia di Italiane. Side-by-side Italian-English text. (Giorgio Apostolo Editore, Via Ampere 49, 20131 Milano, Italy.) 4 issues L 80,000.

#75 Ott-Dic 2000 (68 pages) "The Twin-Engined SIAI SM 102" 15 pages including 18 photos, a 2-page scale multi-view drawing, 2 pages of drawings, and a color side-view drawing. "Piaggio 1936: A Year of Passage" a reprint of a 17-page report outlining solutions to Piaggio's problems; includes 16 photos (P.16, P.23M, P.23R, P.32, & P.50). "Centaurus from the Past: The air battle of 25 April 1944 revisited 56 years later" 13 pages including 16 photos and 2 color side-view drawings (G.55 & P-47D). "One, Two, Three" 7 pages on the search for the remains of the three G.55 shot down in the air battle described in the preceeding article; includes 12 photos.

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

Dicembre 2000 (100 pages) Color photos: Greek F-4E '440' & '445'. "Air Show a Pretoria" 4 pages including 11 photos [Zimbabwe Hawk, Zambia 'cino-pachistano' K-8 Karakotum (Ed: looks like a L-39 Albatros to me: Can anyone clarify the origin of this design?), & SAAF Rooivak & Cheetah]. "Force Aerienne de Combat" 8 pages including 15 photos of French a/c. "Idrovolanti in Mostra" 4 pages including 11 photos (Be-200, Su-33, Mi-26, & Be-12). "NAM 2000" 4 pages including 7 photos (Polish Su-22, NATO E-3A, USAF F-15, RAF Tornado). "Czech International Air Fest 2000" 2 pages including 8 photos (Ukraine Tu-22, Danish

F-16, Romanian MiG-21, Austrian Draken, & Spanish Mirage F.1).

Gennaio 2001 (100 pages) Color photos: Swiss Mirage III, F-5E, & F-18; Austrian Saab 105; Niger C-130H; Burkina Faso King Air. "le Ali della Royale" 8 pages including 15 photos (French Navy Rafale, Super Etendard, E-2C, & AS.565). "Sukhoi Su-32" 6 pages including 10 photos. "squalo 2000" 4 pages including 11 photos (AB.212, AB.412, F-27, C-212, HH-3F, Puma, Cessna F-406).

Febbraio 2001 (100 pages) Color photos: Ukraine & Bulgarian An-30. "South African Air Force" 8 pages including 17 photos (Impala, PC-7, CASA 212, Falcon 50, Tubro C-47, Cessna Caravan, Rooivalk, Super Frelon, Bk-117, Mirage F.1, & Buccaneer).

SPAIN

REVISTA ESPANOLA DE HISTORIA MILITAR (Carlos Fresno Crespo, Alcaniz Fresno's S.A., C/Cromo 18-20, Poligono Industrial San Cristobal, 47012 Valladolid) 800 Pts.

#6 Noviembre-Diciembre 2000 (64 pages) "La casa in los promeros meses de la Paz" (2ª parte) 9 pages including 23 photos and 6 color side-view drawings [He 112, I-16 (2), I-15bis, Caudron Goeland, & CCF Delfin]. "El macabro cajon" 8 pages including 6 photos and a color side-view drawing (Potez 540). "El submarino S-13 y el hundimiento del 'Wilhelm Gustloff'" 5 pages including 8 photos and color side-view drawings of S-16 and

the 'Wilhelm Gustloff'. "La Artilleria en la exposicion del 'Gran Kursall': San Sebastian, 1938" 11 pages including 18 photos. "El carro 'Schneider' CA-1 Mod. 1916" 2 pages including one photos and one color side-view drawing. "Weserubung Nord: Asalto a los fiordos" (4ª parte) 11 pages including 18 photos and 4 side-view drawings (Bf 109E, Blenheim IV, Hudson, & Skua).

USA

CHINE LINES (IPMS Seaplane SIG, c/o Bill Devins, 358 Arbor Rd., Lancaster, PA 17601-3204. \$10.00 USA or #13.00 overseas for 4 issues).

#19 Fall 2000 (24 pages) "Rare Kit, Rare Grit: Building a Shoebox Sunderland" 3 pages including photo of the model. "F.13 & G.24" 2 pages on building the Revell floatplanes. "Building Copper State Models 1/48 Resin Albatros W.4" 2 pages. "Seaplane Reference Library" (Part 2) 8 pages of annotated bibliography. "Loening OA-1A: Esoteric 1/72 Vac-Form" 2 pages including a page of Willis Nye's drawings (only sheet ??).

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30 overseas).

#171 Feb 2001 (148 pages) "Romania in Aviation History" 7 pages including 5 photos. "American Air Power Doctrine" (Part 1) 10 pages. "Russian WWI Flyingboats: Grigorovich Hydroaeroplanes Types M-5, M-9, M-20, & M-24" (Part II) 5 pages including 3 pages of scale drawings of the M-24. "Archiv"

6 pages on German R-Planes including 12 photos and drawings made immediately after WWI of engine arrangements. "Drawings" Goupy-Voisin Triplane 1908; Norwegian Sopwith Baby; Caudron R; & DeH.S. "Time's Tarmac" 4 pages with 8 photos. "The 1918 Deutsche Luft-Kriegsbeute Ausstellung" 3 pages with 10 photos. "Three Crashes" 4 pages with 13 photos.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30.00 overseas.).

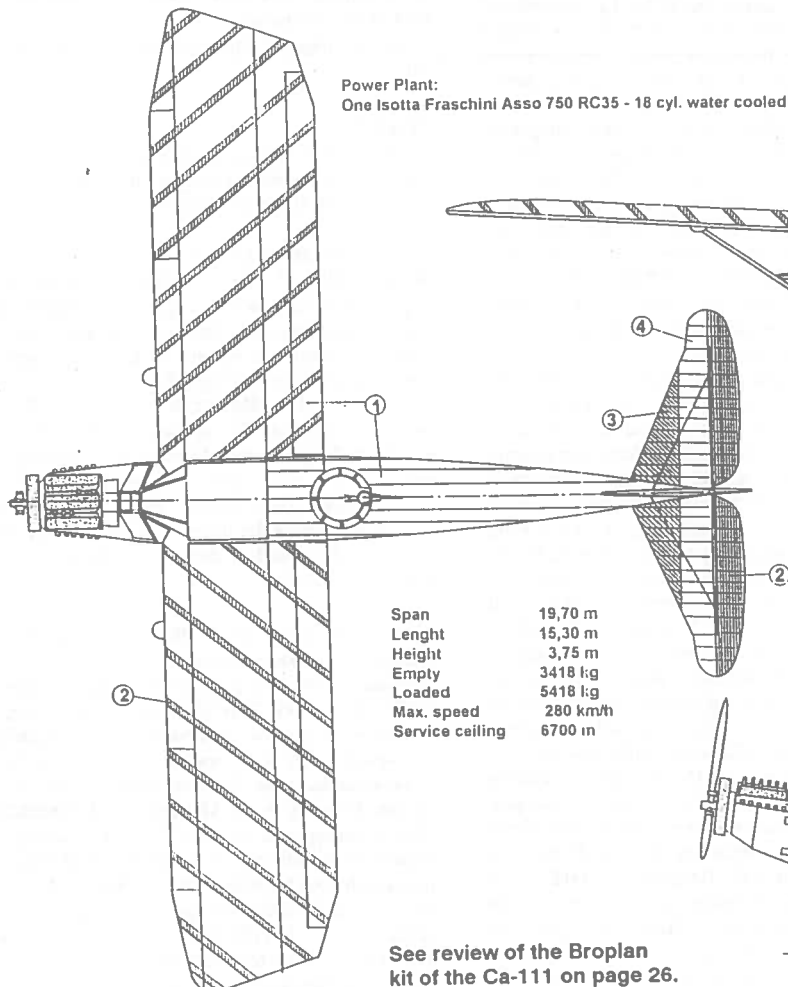
#57 Jan. 2001 (84 pages) "Consolidated PB-2A" 23 pages including 19 photos, 7 pages of 1/48-scale multi-view drawings (XP-900YP-24, Y1P-25, P-30A/PB-2A), a full-page drawing of the Y1P-25 interior, two 3-view tone drawings of PB-2A (one flown by 2/LT Herbert Zemke), and a table of specifications. "Anacostia Flight Tests: Curtiss F7C-1 Sea Hawk Fighter" 6 pages including 9 photos. "Details: Curtiss XF7C-1 and F7C-1 Sea Hawk Fighter" 16 pages including 38 photos, center-page spread, and 2 pages of detailed scale drawings. "Cockpits: Curtiss XF7C-1 & F7C-1 Navy Fighter" 5 pages including 6 photos. "Two Little Airlines" 3 pages including 2 photos (Stinson U & Fokker Super Universal). "Reproductions and Resorations" 3 pages with 8 photos. "Identification Unknown" 2 pages with 6 photos. "From the Members" 5 pages with 8 photos.

CAPRONI Ca.111



Power Plant:
One Isotta Fraschini Asso 750 RC35 - 18 cyl. water cooled engine.

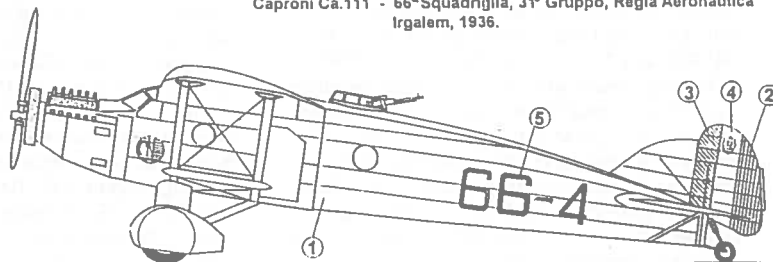
Armament:
One 7,7 mm Lewis machine-gun in dorsal position, two 7,7 mm Lewis in lateral position, one for each side, 600 kg bombs.



Span 19,70 m
Length 15,30 m
Height 3,75 m
Empty 3418 kg
Loaded 5418 kg
Max. speed 280 km/h
Service ceiling 6700 m

1. Bianco avorio 5	Ivory	FS 33613
2. Rosso 8	Red	FS 11105
3. Verde 9	Green	FS 14062
4. Bianco	White	
5. Nero	Black	

Caproni Ca.111 - 66ª Squadriglia, 31º Gruppo, Regia Aeronautica Irgaleim, 1936.



See review of the Broplan kit of the Ca-111 on page 26.

The Forgotten Aircraft of the Antilles

Lucien Morareau

[Ed. This article first appeared in the September 1998 issue of the French magazine AVIONS. It was translated into English and is published here with the gracious permission of the author and of Michel Ledet, the editor of AVIONS. It was translated into English by my sister, Sandra Schachter.]

[Author's note: Recently discovered unpublished documents relating to the aircraft stored in the French Antilles during the Second World War allows for a more accurate account of this controversial piece of history. Previous reports on this subject, based on partial documentation, were incomplete and sometimes erroneous. My intention here is not to play "redressers of sins", but simply to share the contents of the documents and testimonies that we have had the good fortune to recover.]

In 1938, because of the inability of the indigenous aeronautical industry to deliver sufficient numbers of modern military aircraft, the French government turned to foreign suppliers, principally in America. Various important orders for planes, armaments, and equipment were negotiated, both for the armée de l'Air and for the Aéronautique navale. Some of these orders were delivered in totality before the signing of the armistice, others only partially, and others not at all.

If most of these planes were among the best in their respective categories, this was not the case for several others. And, in certain cases, one cannot help but think that those responsible for the buying acquired just about anything, or rather, whatever was available.

In relation to the Aéronautique navale, if the choice of the Martin 167A-3, Vought 156F (SBU Vindicator), Grumman G36 (F4F Wildcat), and Consolidated 28 (PBY Catalina) can not be questioned, it is not the same for the Brewster 339 and, especially, the Curtiss CW.77 (SBC-4 Helldiver). One can easily imagine what would have been the fate of these planes if they had arrived in time to come up against the hordes of Messerschmitts. Fortunately for French naval aviators, this was not the case.

On June 1, 1940, the aircraft carrier *Béarn* which had been assigned the essential, but inglorious task, of aviation transport, arrived at the port of Halifax in Canada. It sailed for Brest on the 16th after taking on board an important cargo of planes which included the following: 44 Curtiss CW.77's (SBC-4 Helldiver) destined for the Aéronautique navale, 17 Curtiss H751's destined for the armée de l'Air, of which two were dismantled and in crates, 25 Stinson 105's(1) dismantled and in crates, and finally "for good measure" 6 Brewster 339B's (F2A-2 Buffalo) destined for the Belgian Air Force were added on the front of the flight deck.

For its part, the cruiser *Jeanne d'Arc*, also present at Halifax where it had just unloaded a shipment of gold coming from the Bank of France, had taken on board, again with the destination of Brest, 6 Curtiss H751's and 8 Stinson 105's, all in crates.

The loading of the airplanes was under the control of capitaine de corvette (Lt. Commander) Hamelet and lieutenant de vaisseau (Lieutenant) Lainez, assigned to the EGAN(2), and dispatched on board the *Béarn* for the occasion. In addition to the complete aircraft, they had also taken on board the two ships an important load of spare parts of all the aircraft, as well as armament destined for the Army.(3)

The Arrival in the Antilles.

On June 20, in response to the success of the German Blitzkrieg, the two vessels received orders while at sea to change course and head for Martinique.(4) They arrived at Fort-de-France on the 27th, i.e. two days after the armistice had gone into effect. (The cruiser *Emile Bertin* had arrived on the 24th with a shipment of gold from the Bank of France). The stay would be of short duration for the *Jeanne d'Arc* which put to sea on the 29th headed for Pointe-à-Pitre, Guadeloupe.

At Fort-de-France, Martinique, 38 of the CW.77's on the *Béarn* were put ashore and towed over to an uncultivated field surrounded by sugar cane plantations about two kilometers east of the port. This place, called Pointes des Sables (Sand Point), which descends in a gentle slope to the Bay of

Lamentin, was the only relatively empty space near the capital of Martinique.(5) It turned out, however, to be too small to permit the storage of all of the planes, and, besides, its access turned out to be particularly difficult. Enlargement and preparation of the route was, therefore, immediately undertaken.

The transfer of the first 38 Curtisses was no easy affair. The quays that were deep enough to permit the approach of ships the size of the *Béarn* were situated to the west of the port. To gain access by land to the Pointe des Sables located to the east, it would have been necessary to tow the planes around the docks and cross the entire city of Fort-de-France. Taking account of the narrowness of the streets, this was completely unrealizable.

The planes were unloaded by crane and placed two by two on a barge that a tugboat would then tow to the beach at Pointe des Sables. Each machine was then unloaded and pushed by hand to its storage place. However, the last 6 CW.77's were taken to the Naval Air Station situated to the east of the port where they were temporarily stored in the open.

The 25 Stinsons in crates remained on board the *Béarn*, as well as the two crated Curtiss fighters. Finally, the 15 assembled Curtiss H751's and the 6 Brewsters were also unloaded, but while waiting for the preparation of the Pointe des Sables, they remained temporarily parked on the quays of the port. As for the stock of spares, they were stored in the warehouses of the Marine Pyrotechnic. At Pointe-à-Pitre, Guadeloupe, the 14 planes in crates from the *Jeanne d'Arc* were unloaded and stored in an empty hangar under the direction of the Public Works Department.

Since the signing of the armistice, Franco-American relations in the Caribbean had not been particularly at their best. Although officially neutral, the Americans did not look kindly on the idea of transforming the French Antilles, uncomfortably close to their shores, into a base for the Axis powers. On July 25, 1940, the American Department of State summoned the French naval attaché in Washington and, among other demands relative to the

war ships, formally asked him to have the planes stored in Martinique and Guadeloupe sold back to the Americans.(6)

This request was reiterated and made official in a memorandum of August 6 from Rear Admiral Greenslade to Admiral Robert, High Commissioner of the French Government of the Antilles. In his response transmitted the same day, Robert stated that this request could not be granted because it was contrary to one of the clauses in the armistice(7), but he also remarked that he could confirm that all the planes were stored on land where, because there was no aerodrome, they were unusable, that the planes could not be used from the *Béarn*(8), and that the absence of shelter and maintenance, taking account of the climatic conditions, the planes would quickly become unusable. The American authorities accepted these conditions.

At the beginning of September, the enlargement of the storage area of the Pointe des Sables having been completed, all the Curtisses and Brewsters still parked at the port and at the NAS were taken there. In order to facilitate these operations, an access ramp had been built from the beach. The Stinsons and the 2 H751's in crates were unloaded from the *Béarn* and stored, the first ones in the hangar of the General Transatlantic Company, the second ones in the hangar of the NAS at Fort-de-France. After the planes stored in the open air had been brought together, the dismantling of the armaments, radio installations, and most of the instruments on board was finally begun.(9)

At the end of October 1940, a delegation of officers from the US Navy consisting of Commander Blankenship and Lieutenant Mead was authorized by Admiral Robert to inspect the planes parked at the Pointe des Sables. In their report, the two officers stated that in four months the condition of the planes, which had no other protection than the canvas cover on the engine and the cockpit (which were part of their original equipment), had already deteriorated considerably. This deterioration was especially visible on the fabric parts of the stabilizers and ailerons exposed to the elements and on the propellers, which had no specific protection and which were already, for the most part, pocked and corroded.

On the previous October 22, Admiral Robert had received a secret note from Admiral Darlan (Ministre de la Marine) defining what to do if the US entered the war on the side of Great Britain. This note principally concerned the warships for which a departure for Casablanca or Dakar was foreseen. But, it also stated that "if, in the course of this maneuver they have to go into combat, they will have to fight to their limit and scuttle the ships rather than fall into the hands of the adversary." The situation of the planes stored at the Pointe des Sables was equally treated, but in a more succinct manner; those which could not be used in operations must be destroyed.

The delicate task of preparing for the destruction of the airplanes fell to LV Lainez as the naval air officer disembarked from the *Béarn* and assigned to the naval headquarters in the Antilles. In principle, for this type of operation, one uses explosive charges placed at vital points (engines, spars, etc.), but, since the navy did not have any explosive stock in the Antilles, Lainez was obliged to find a substitute. He had installed in each fuselage a pyrotechnic device composed of a case containing oily sponges and other easily inflammable materials. As there did not exist any system of explosive

detonation, the fire would have to be initiated with the aid of a simple box of matches.

The Wait

The year 1941 did not add anything new to the situation except for the escape, on February 7, of a Loire 130 flyingboat from Squadron 17S (formerly 8S2, renumbered on August 1, 1940) to the British island of Dominica between Martinique and Guadeloupe. This provoked several changes in the organization of the naval air force in the Antilles. The commander of the unit was immediately relieved of his command and replaced by LV Lainez, who, keeping his responsibilities as naval air officer at the headquarters in the Antilles, took on both functions.

At the Pointe des Sables the condition of the planes still exposed to the elements was deteriorating more and more. This situation was aggravated by the fact that, through lack of qualified personnel, the minimum of maintenance which had hitherto been undertaken had been practically abandoned. Thus, the rotating of the propellers which was supposed to be done every day was now done only occasionally, and the consequence was the freezing up of most of the engines.

However, if one judges from the reports of the US information services, the reality of the situation seemed totally to escape the American observers present in Martinique. It remained clear to them that the planes which were decaying slowly at the Pointe des Sables constituted a potential menace which it was necessary to be ready to face.

In the same reports, there are other points which are much more disputable and even unrealistic, not to say totally ridiculous. We find, for example, that at Pointe-à-Pitre, the seaplane attached to the *Jeanne d'Arc*(10) regularly effected "special" missions to an unknown destination, that the oil slicks discovered near the coast showed that German submarines were being repaired in secret, and that every night work was being done on a land aerodrome near Gosier!

On December 7, 1941, Pearl Harbor was attacked by the Japanese Imperial Fleet and on the 11th, Germany and Italy declared war on the United States. Suddenly, the risk of the French Antilles become an advanced base for the Axis forces became foremost in the minds of the Americans. Several scenarios for armed intervention were envisaged. Each of them foresaw the destruction of the planes stored at the Pointe des Sables by aerial bombardment, the first attack planes being a USAAC and USN "mixed bag" coming from Antigua and Santa Lucia.

The Destruction

On April 19, 1942, Marshall Petain renamed Pierre Laval was named president of the council at Vichy. For the American government, that could only signify a still closer collaboration between the French state and the Axis, and, as a consequence, the risk of seeing the Antilles serve as an advanced base again became the order of the day. On May 9, a US delegation composed of Admiral Hoover and Senator Samuel Rever disembarked at Fort-de-France and was received by Admiral Robert. The two American emissaries were in fact carrying a veritable ultimatum in which, among other measures, they demanded that the military ships be taken out of service immediately and the commercial ships

immobilized in the Antilles be transferred to the Allies.

Admiral Robert obtained a delay in order to consult his government. At the same time, in case of an American military intervention against the colony, he completed his weak apparatus of defense. The reservists available in the territory were called up and the troops stationed on the *Béarn*, the *Emile Bertin*, and on the auxiliary cruiser *Barfleur* were ordered ashore. Similar measures were taken in Guadeloupe where the *Jeanne d'Arc* was still docked. For its part, the US Navy organized a demonstration of force in the waters near Martinique. The cruiser *USS Memphis*, accompanied by numerous destroyers, crossed into the territorial waters of the colony and Fort-de-France was overflown daily by reconnaissance planes coming from Puerto Rico.

On May 12, Admiral Robert, thinking that an armed American intervention was imminent, put on maximum alert all of the maritime and land forces under his command. It was in this difficult times that an agonizing incident occurred. At Pointe des Sables, the petty officer responsible for guarding the stored planes made a mistake in the order of opening the envelopes concerning the alert orders and immediately undertook the destruction of the planes by setting on fire the pyres installed in the fuselages.(11)

The spirals of smoke from the fires were visible from Fort-de-France, and the alert was given. LV Lainez, accompanied by other officers from the headquarters, rushed to Pointe des Sables and tried to stop the destruction, but it was too late and the damage was done. The toll of this thoughtless act was heavy: 15 Curtiss H751's were destroyed or seriously damaged, and the same for two of the Brewsters (No 5 and 8) and 15 of the CW.77's (No 1,2, 6, 8, 23, 15, 19, 25, 30, 33, 35, 41, 48, 49, and 50). Because of the manner in which the destruction was done, the planes for the most part had undergone the same damage: fire, then breaking of the central part of the fuselage. On the other hand, almost all the wings, stabilizers, and engines were spared.

On the 14th, the American government, ignorant of what had happened two days before, demanded the removal from all the H751's (those at the Pointe des Sables and those in crates at Fort-de-France and at Pointe-à-Pitre), of the propellers, the pitch controls, and the magnetos, and their transport and storage outside the colony. (From the point of view of the US officers, only these planes could still represent a potential menace).

This request was easily accepted by the French authorities since most of these planes were now totally out of use. The dismantling was immediately undertaken (as mentioned above, the engines and propellers of the Curtiss interceptors had not been touched by the destruction of May 12). This material was collected Fort-de-France and loaded onto the *Barfleur* on June 30, 1942, arriving in Casablanca the following July 12.

On November 8, 1942, the Anglo-American forces landed in at Morocco and in Algeria. Several days later, German troops invaded the southern zone of France, and on November 27, the French fleet was scuttled at Toulon. The relative independence which the so-called Vichy French government enjoyed, no longer existed.

During the first half of 1943, but after several episodes, some of which were tragic, the French National Committee (a Gaullist entity created in London in 1941) was installed at

Algiers. After an a painful integration with ex-Vichy elements, it would become the French Committee for National Liberation in 1943. Most of the colonies which had not yet joined the Free French did so beginning in December 1942, but Guyana held out to March 18, 1943.

But, at Fort-de-France, Admiral Robert held that the only legal government was the one that had named him to his post, and it was only that government he would obey and report to. On February 4, 1943, he even refused to allow Rear-Admiral Battet, sent from Algiers as an emissary from General Giraud, to disembark, and thus refused to see him. On March 26, 1943, exasperated by this "resistance", the American government broke off all relations with Admiral Robert and declared a total blockade of the French Antilles.(12)

Inside the armed forces, things began to turn bitter. As early as the end of 1942, there had been numerous individual cases of desertion, and the political situation only aggravated the situation. During the month of April numerous incidents occurred, some planned by those rallying to the cause of the Free French, others simply spontaneous and provoked by the lack of food which especially affected the native population. Rumors concerning the possible scuttling of the warships also began to circulate among the crews who did not accept this possibility at all. It was the same in Guadeloupe where the beginning of a mutiny aboard the *Jeanne d'Arc* was contained with difficulty.

On May 5 and 6, 1943, two messages from Pierre Laval, head of the "government," to Admiral Robert ordered the immediate scuttling of the ships in the Antilles, the submersion of the gold from the Bank of France and unloaded from the *Emile Bertin*, and the destruction of the planes at Pointe des Sables.(12) Finally admitting that he no longer had control of the situation and that no aid was forthcoming from the continental France, Admiral Robert, on June 30, agreed to capitulate and hand the Antilles over to the American authorities. At the same time and almost daily, telegrams demanding the immediate destruction of all military equipment continued to arrive from France.

But for fear of an insurrection of the crews, supported by colonial troops whose officers had for the most part agreed to rallying in support of Free France, Admiral Robert did not comply with these messages. July 14, the destroyer *Le Terrible* arrived at Fort-de-France; on board was the plenipotentiary minister Hoppenot who had been named extraordinary delegate for the Antilles by the Committee of Algiers. On the evening of August 15, Admiral Robert, accompanied by several officers who had refused to rally to the new authorities, embarked on *Le Terrible* which sailed immediately for Puerto Rico where the Admiral and his entourage disembarked the next day and were then repatriated to France, via Portugal.

The Antilles on the Side of the Allies

The new military and political heads of the Antilles did not waste any time and, after the 17th, capitaine de vaisseau (captain) Benech, who had just been named commander of the Navy, requested an inventory of all the units placed under his control. In a note of July 19, LV Lainez compiled a statement of the situation in relation to the aeronautical equipment, as outlined in Table I (we have purposely left out the seaplanes Loire 130 and Gourdou-Leseurre 812 and 832

surviving from Squadron 17S, for they are not the concerns of this study).

According to Lainez, the only planes which were usable, but only after serious inspection and general renovation, were the 8 Curtisses in crates (2 at Fort-de-France and 6 at Pointe-a-Pitre) and the 33 Stinsons also in crates (25 at Fort-de-France and 8 at Pointe-a-Pitre). Of the planes stored at the Pointe des Sables whose airframes had all been destroyed or put out of order, it appeared to him possible to recover at least 32 Wright R1820-34 engines from the CW.77's, 15 Wright R1820-G205A engines from the H751's, and 6 Wright R1820-G105A engines from the Brewsters, or a total of 53 engines. The armaments and the radio material which had been dismantled in 1940 had been partially redistributed to the units of the Naval Division of the Antilles, but there also existed a large quantity of spares stored in the warehouses of the Pyrotechnic.

Finally, LV Lainez stated that it would be possible to recover from the Pointe des Sables wreckage other diverse pieces (wheels, half-wings, tail wheels, fuel tanks, rudders, elevators, etc.), which could be reused after careful renovation. He finally stated that a good number of airframes had been deprived of wheels, stolen by civilians probably wishing to make hand-crafted carts.(14)

On July 28, 1943, a message from Admiral Fenard, head of the French naval mission to the United States, ordered CV Benech to transfer as soon as possible to Morocco all the aeronautical material which could be recovered from the Antilles. Priority was given to the Stinsons, the only planes which could be rapidly utilized. But in fact, things were not so simple. First it was necessary to collect all the material at Fort-de-France.

To this effect, a small group of sailors placed under of the supervision of premier maître (chief petty officer) Gallieue of Squadron 17S was sent to Pointe-a-Pitre during August in order to help with the loading of the 6 Curtisses and 8 Stinsons which had been stored in crates since 1940. This work was quickly done and by the end of the same month, all of the material had been loaded on the mixed steamer *Orégon* and brought to Fort-de-France. During this time, Lainez and his men had taken on another task, the dismantling of the recoverable engines and their placement in the crates which had to be specially made.

For lack of manpower and especially the means of lifting and transporting the material, this operation was extremely long and laborious. Lainez estimated that it would take a minimum of one day of work per engine just to put it on a towline and about the same time for its packing. On September 1, LV Lainez informed his superiors that if the Stinsons were to be loaded all at one time, it would necessitate a cargo surface of nearly 600 square meters, which far surpassed the possibilities offered by the infrequent ships which set off for Morocco. Consequently, he proposed spacing out the shipments according to the surfaces which were available on each of the boats.

The infrequent of ships traveling between the Antilles and Morocco, the lack of cargo space, and the priority given to passenger transport meant that things would drag on. The first load did not leave Martinique until December 27, 1943, on board the cruiser *Emile Bertin*. The authorities had taken advantage of the boat's departure for Senegal and

loaded on board 4 Stinson 105's in crates. The planes were unloaded at Dakar on January 2, 1944 and very probably taken into local service.(15)

A second load composed of 12 Stinsons and 25 engines embarked on the mixed cargo ship *Sagittaire*, which left Fort-de-France on February 1, 1944, and reached Casablanca the 18th of the same month. Finally on March 12, a third load left on board the mixed cargo ship *Orégon*. It was composed of 6 Stinsons (No. 22510, 22516, 22545, 22592, 22552, and 23743), 2 Curtiss H751's (No. 96 and 97), 10 Wright R1820-34 engines, and finally a certain amount of material recovered from the wreckage of the H751 at Pointe des Sables (tail wheels, wings, etc.) After joining a convoy at Bermudas on March 17, the *Orégon* reached Casablanca on the 30th. On board the ship was LV Lainez who was going to Morocco for a new assignment. After his departure, the responsibility for the organization of the shipments fell to Enseigne de vaisseau de 1ère classe de réserve (réserve Lt.JG) Iphigenie (a Martiniquan and an Ecole Centrale de Paris engineer) who carried the operations to their conclusion.

After these first shipments, it would still be several months before new possibilities for embarkation presented themselves. It was only on December 13, 1944, that the last important load could leave Fort-de-France on board the *Sagittaire*. It was composed of the last 11 Stinsons (numbers. 22523, 22534, 22566, 22586, 22587, 23707, 23715, 23720, 23727, 23736, and 23775), 3 Curtiss H751's (among them numbers 65, 66, 67, 68, 69, and 71), 15 Wright R1820-34 engines, and finally oil and fuel tanks coming from the wreckage at Pointe des Sables. After being incorporated into a convoy, the ship reached Casablanca on January 19. The Curtisses were unloaded, but the Stinsons stayed on board; their final destination was Marseilles, where they arrived on February 17th. Immediately taken ashore, they were then transferred to the warehouses of the DCAN(16) of the Mourillon at Toulon. They would, after being inspected, be put back together at Cuers, to serve as the equipment for the squadron of instruction of the Navy School which had been reorganized at Lanveoc-Poulmic.

At the beginning of 1945, there were still 3 Curtiss H751's and a great quantity of spare parts in Martinique. On April 1st, 1945, the cargo ship *Ile de Ré* left Fort-de-France for Morocco. EV1 Iphigenie managed to add cargo 4 Curtiss half-wings, 5 engines, and several crates of spare parts. The last 3 Curtisses were finally loaded onto the liberty ship *Hamlin Garland* which left for Morocco on June 15, 1945, but whose date of arrival we do not know.

Finally on August 5, 1945, CV Pecqueur, naval commander at the Antilles, ordered the condemnation and an end to accounting for the 63 material at Pointe des Sables (the two Brewsters which had been completely burned on May 12, 1942, had already been officially condemned in 1943), thus ending a sad story which had lasted more than five years.

Postscript

What became of the planes transported to Africa? Although their final fate is beyond the scope of this study, we will try to give some response to this question. We will begin with the Curtiss 75s, whose situation is the least clear; it is not possible to know their fate with certainty. Were they put back

into flying condition and assigned to the CIC (Fighter training unit) of Meknes in Morocco, as has been written in other places? It's possible. Were they "cannibalized" to the advantage of other planes already in service, as other sources mention? It's also possible. But, we have not been able to find any formal proof confirming one or the other of these versions. We have discovered, however, that contrary to logic, the H751's, probably because their engines differed from those of the H75's, were renumbered starting from Number 1. This means that it is practically impossible to distinguish the H751's from the H75A-1's which were delivered in the beginning and which could still have been in service in 1944-45 because at the time the labeling was so whimsical.

The case of the Stinsons is relatively better known. From the time of their arrival in Africa (Senegal or Morocco), the 22 planes in the first three shipments were quickly put back into flight condition and assigned for the most part to the army air force. Bernard Chenel has been able to confirm to us the use of at least three of them (No 21143, 21168, and 25522). We have also found a certain number on the civil registers of North Africa. But if we know only a little about the possible use of these planes by the armée de l'Air, the fate of those destined for the naval air force is a little better known.

At least 2 planes from the third lot (Nos. 21189 and 23711) were used, starting in June 1944, by the liaison section of the navy headquarters based in Boufarik, near Algiers, then transferred in 1945 to the instruction squadron of Khouribga (future squadron 51S). The last 11 planes unloaded at Marseille in February 1945 and put back into condition at Mourillon, then at Cuers, were for the most part assigned to the instruction squadron of the Navy School at Lanveoc-Poulmic (future squadron 50S) starting in 1945. They served there until at least 1950, the last ones being condemned in 1951 and some passing to the civil register.

In order to end this article on a little less serious note, one could even wonder how the problem of the Brewsters was solved between the French and Belgian governments. Did the Belgians demand reimbursement after the war? Did France demand on its part "rental and storage fees"? This is still a mystery to solve, but we will leave it to someone else.

Notes

(1) Contrary to what has sometimes been written, the Stinsons were not L-5 Sentinels, but civilian planes the French buyers had acquired from private operators all over the United States. However, if these planes were later used by the army and naval air forces, we have not been able to determine their fate. The sources consulted differ on this subject.

(2) Entrepôt Général de l'Aéronautique Navale (Naval Aviation General Establishment) was before the war located in Orly near Paris and was responsible for the assignment of new aircraft as well as the maintenance of the others.

(3) This is another legend which we hesitate to put an end to, although we do not much believe it. There were no Northrop A-17 destined for France or any other country on board either of the ships.

(4) The port of Brest, which had been the original destination of the two ships, was evacuated on June 18 and fell into enemy hands the next day.

(5) It is good to remember that there were, at this time, no airfields in Martinique and that the means available on the island would have prevented any attempt to build one.

(6) This request did not concern the Stinsons, whose military value was practically nil.

(7) This clause of Article 10 forbade France from selling any military material existing on its territory to a foreign nation. Evidently, this demand was equally applicable to the colonies. In 1941, a French government plan to transfer all or part of its planes to Indochina had been considered. The English and American governments were not opposed to this transfer, but it was the German armistice commission that refused.

(8) This declaration from Admiral Robert is surprising, for the CW.77 had been deprived of their carrier-landing gear. Although the Brewsters still kept theirs, this point was academic because the Béarn was no longer in condition to conduct aviation operations. Furthermore, of the handful of pilots available to the Navy on Martinique, none had been on trainer on fighters and none had much flight time on land planes.

(9) Several 12.7-mm. (0.50) machine guns taken from the Brewsters and the CW.77's were mounted on locally-made gun carriers and served to reinforce the anti-air weapons of the Jeanne d'Arc. Other armament of the same type were installed in 1944 on the civilian ships Sagittaire, Orégon, St. Domingue, and Duc d'Aumale.

(10) This was all the more impossible because, since its departure from Halifax in June 1940, the Jeanne d'Arc carried no seaplanes. The CAMS 37A, No 37, the only plane previously on board, had been abandoned on the quay at Halifax to facilitate the loading of the Curtisses and Stinsons. [Ed. What happen to the CAMS left in Canada?]

(11) Conforming to the procedures in effect at the time, there was prepared a series of sealed envelopes containing orders to follow according to the degree of the alert. The last envelope contained the order for the immediate destruction of all the planes. The next day, the unfortunate petty officer was put under 30 days of arrest for "lack of sang froid in the execution of the mission which had been confided to him".

(12) Because of their geographic position, the French Antilles had always depended on the Americans for supplies. Between 1940 and 1943, when connections with the home country were practically non-existent, this dependence could only grow.

(13) The tone of this message, and of the following ones, leads one to think that the people in Vichy were totally ignorant of the "incident" of May 12 and of its consequences for the stored planes.

(14) There remains a question to which we have not been able to find an answer. A study of photographs taken before May 12, 1942 by US reconnaissance planes (unfortunately unpublishable here because of their very bad quality) shows that the wings of the Curtiss CW.77's had all been dismantled before this date. When? Why? We haven't been able to find out.

(15) Among the four planes there certainly had to have been No 21143, for Bernard Chenel told us it was in an accident at Mbaou (30 kilometers south of St. Louis in Senegal) on March 16, 1945.

(16) Direction des constructions aéronautiques et navales (Director of Air and Naval Constructions) is the French Naval organization in charge of projects and construction of ships, aircraft, equipment, etc.

(17) The price varied from US \$35,585.94 for the most expensive to \$25,999.44 for the most affordable.

(18) It is probable that this modification concerned only the gun carriages, for at this time in the French naval air force, defense machine guns were not a part of the permanent equipment of an aircraft. These weapons were managed at the squadron level by a petty officer who held the title of "master in charge."

(19) At this time, and rather paradoxically besides, only France and Italy were still using back-pack parachutes for their single-engine plane pilots. All the other countries had long ago opted for seat parachutes.

(20) In order to respect the neutrality law then in effect in the United States banning the shipment of military planes to belligerents, the Curtisses were flown to Houlton, Maine, and towed over the border to New Brunswick. Once in Canada, they took off again in the direction of Halifax. The hypocrisy of politicians, of whatever nationality, really has few limits.

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Captions for photographs on pages 2 and 35. (All photos via author.)

a. This photograph, taken at sea, shows the bow of the Béarn with six Brewster Buffalos destined for the Belgian Air Force. These planes were new, but the events which followed meant that they would never fly. (Conan André)

b. For some unknown reason, the unloading of the aircraft at Fort-de-France was done by using the rear deck of the Jeanne d'Arc as an intermediate step. Four H751's are seen stored temporarily behind the rear turrets. (Aubert)

c. For transported to Pointe des Sables, the planes were loaded two-by-two on a barge. We see here two H751's during transfer. (Mathieu)

d. A Belgium Buffalo being lowered onto a barge with the Béarn in the background. (Mathieu)

e. While waiting for the enlargement of the storage area at Pointe des Sables, the Curtiss H751's and the Brewsters were temporarily stored on a quay of the port of Fort-de-France. (Le Brusquet)

f. Another view of the aircraft temporarily stored at Fort-de-France. (Le Guen)

g. The Curtiss CW.77 in temporary storage at BAN Fort-de-France. (Mathieu)

h. One of the H751's during its transfer from the port to Pointe des Sables. To judge from the railroad rails, the barge must have been used to transport railway carriages. This is bizarre, for there was not, to the author's knowledge, any railway infrastructure in Martinique at that time. (Baufour)

i. The storage area at Pointe des Sables after the transfer of all the planes. In the foreground, are two Belgian Brewster Buffalos carrying very small cockades on the fuselage. Behind them, the Curtiss H751's and CW.77's, and in the background the Bay of Lamentin. (US National Archives via Casius/author)

j. Photographed in front of one of the Belgian Brewsters, LV Lainez, air officer of the Martinique headquarters in the Antilles, and an American journalist who had come to Fort de France to write an article. This photo was

taken during the last months of 1940 or at the very beginning of 1941, for in March of that year, Lainez was seriously injured at Pointe-a-Pitre in a flyingboat accident that killed two people. (US National Archives via Casius/Morareau)

k. Fire has ravaged this Brewster Buffalo. Judged by the results, the home-made system invented by LV Lainez functioned rather well. The fire, which was set in the cockpit, broke the fuselage but left the engine and propeller intact. Note the forward position of the wing roundel. The pieces of bamboo piled around the wheels were not meant as supplementary kindling, but simply an attempt to protect the tires against the elements. (Mutin)

l. For certain of the CW.77's, the sabotage was accomplished by setting the engine on fire. On these, there wasn't much to recover. (Mutin)

Inventory and Origins of Planes Stored in the Antilles

Curtiss CW.77

These planes all came from the US Navy, which had just retired them from front-line duty replacing them with Vought SB2U. At the time of their acquisition by France, they had all been re-allotted to reserve squadrons. They were thus "used" planes, and their prices had been fixed individually according to certain criteria, notably the number of flight hours amassed by each airframe. (17) Brought together at the Curtiss factory in Buffalo, New York, they were partially converted to French standards by replacement of the rear Browning 7.63-mm machine gun by a 7.5-mm Darne (18), the mounting of French radio equipment, modification of the seats to permit the carrying of a back parachute by the crew (17), reversing the direction of the throttle, etc.). They were then transported by US Navy reserve pilots to Halifax in Canada. (20) Of the initial order of 90 planes, only 49 were thus delivered (one had been destroyed during transport, with the death of its pilot), and 44 were loaded onto the *Béarn*; it is only the latter which are the subject of this study. The five planes staying in Canada were later given to the Royal Air Force and sent to Great Britain. Renamed the *Cleveland* by the British, they carried out only trial flights before being declared obsolete and used as airframes for ground instruction. The 44 planes loaded on the *Béarn* were the following (No. in the French series, c/n, and ex Bu. Aer):
1 12900 1474; 2 12901 1475; 3 12902 1476; 4 12688 1288;
5 12903 1477; 6 12904 1478; 7 12905 1479; 8 12907 1481;

9 12906 1480; 11 12910 1484; 13 12908 1482; 15 12913 1487; 16 12914 1488; 17 12915 1489; 18 12916 1490; 19 12917 1491; 20 12918 1492; 21 12919 1493; 22 12920 1494; 23 12921 1495; 25 12923 1497; 26 12924 1498; 27 12925 1499; 28 12926 1500; 29 12927 1501; 30 12928 1502; 31 12929 1503; 32 12930 1504; 33 12709 1309; 34 12711 1311; 35 12710 1310; 36 12712 1312; 37 12714 1314; 39 12715 1215; 40 13608 1810; 41 13609 1811; 42 13611 1813; 43 13612 1814; 44 13613 1815; 46 13619 1821; 47 13620 1822; 48 13624 1826; 49 13623 1825; 50 13625 1827

The differences between the French and American numerical sequences are due to the fact that the planes received their French series numbers little by little during their passage through the Curtiss factory in Buffalo.

Curtiss H751

These were new planes, part of an order placed by France on October 5, 1939 for 530 aircraft. Of the 17 planes loaded onto the *Béarn*, the following 15 were unloaded at Fort-de-France, transported to the Pointe des Sables where they were later destroyed (59-64, 83, 85-86, 88-90, 92-94). The two *Béarn* Curtisses in crates (96-97) were later shipped to Morocco along with the 6 which arrived in crates on the *Jeanne d'Arc* (79-82, 84, and 88). Forty-nine Curtisses (65-78, 91, 95, and 98-131) were left at Halifax and were later transferred to the RAF as Mohawk III.

Stinson 105

These were used civil planes acquired individually. They had no military equipment and kept their civil registrations and original paint. The 25 planes loaded on the *Béarn* had the following construction numbers: 21143, 21168, 21173, 21189, 22510, 22515, 22516, 22522, 22523, 22534, 22545, 22566, 22585, 22586, 22587, 23707, 23723, 23727, 23736, 23739, 23752, 23761, 23762, 23775, and 26226.

The 8 planes loaded on the *Jeanne d'Arc* were 22552, 22592, 23711, 23715, 23720, 23743, plus two others whose series numbers we haven't been able to discover with certainty. The series numbers allotted to the Stinsons by the French authorities were in fact only their American civil registration numbers minus the letter N. This system had probably been chosen because these planes had not, at the time of their acquisition, been provided with all the official documents, notably those carrying the construction series number. The *Armée de l'Air* and *Aéronautique navale* often used only the last three digits after the war. Finally, in order to complicate things a bit more, some of the planes in civilian use took back their factory number (in a 7xxx sequence), without any relation to their original identity. It's not easy to make a belief system out of all this mess.

Brewster 339B

These were new planes; the export model of the F2A-2 Buffalo in service in the US Navy. They were part of the order of 40 models placed by the Belgian government and they carried the series numbers 2-5 and 8-9.

Loading Details

Departure	Arrival	Ship	Destination	Stinson	Curtiss	Engines
12/27/1943	01/02/1944	<i>Emile Bertin</i>	Dakar	4	-	-
02/01/1944	02/18/1944	<i>Sagittaire</i>	Casablanca	12	-	25
03/12/1944	03/30/1944	<i>Orégon</i>	Casablanca	6	2	10
12/13/1944	01/19/1945	<i>Sagittaire</i>	Casablanca	-	3	15
12/13/1944	02/17/1945	<i>Sagittaire</i>	Marseille	11	-	-
04/14/1945	04/??/1945	<i>Ile de Ré</i>	Casablanca	-	-	5
06/15/1945	06/??/1945	<i>Hamlin Garland</i>	Marseille	-	3	-
Totals				33	8	55

Purists and mathematicians could tell us that in the initial report of LV Lainez, the total of available engines was 53, and they are right. But for this serious arithmetic problem, we unfortunately have no coherent explanation to furnish and we must flatly excuse ourselves.

The PWS-10 in Spain

Sid Napier

The PWS-10 was the first indigenous Polish fighter to go into production after aircraft and aviation technology had been acquired from France in the 1920s. Designed by Aleksander Grzedzielski and Augustyn Bobek-Zdaniewski and built by the *Podlaska Wytwornia Samolotow* in Biala Podlaska, it was a single-seat parasol monoplane with a wingspan of 11 m, a length of 7.50 m, and a height of 2.90 m. The airframe was of mixed construction, featuring a wooden wing with plywood and fabric covering and a welded steel tube fuselage and tail assembly, also fabric covered except for the metal panels of the front half of the fuselage. The aircraft was powered by a 450-hp, water-cooled, 12-cylinder "W" Lorraine-Dietrich Ld 12Eb built by Skoda that drove a two-blade wooden propeller. Two 7.7-mm Vickers wz.09/18 machine-guns were mounted in the engine cowling.

The first prototype made its maiden flight in March 1930 and subsequent testing of this and a second prototype revealed no major flaws. However, performance was not as good as expected; the maximum speed being 258 km/h (162 mph), cruising speed 215 km/h (135 mph), climb time 5 min 40 s to 3000 m, the service ceiling 6500 m, and the range 520 km.

The *Lotnictwo Wojskowe* ordered 80 PWS-10s as a stop-gap measure pending the introduction of the obviously superior gull-wing PZL P.7a designed by Zygmunt Pulawski and still undergoing development. Deliveries commenced in June 1931 and were completed in April 1932, the PWS-10s being taken on charge by Fighter Regiments (*Pulk Lotniczy*) Nos. 2, 3, and 4 at Krakow, Poznan and Torun, and the training squadrons of Fighter Regiments Nos. 1 and 5 at Warszawa and Lida.

In Polish service, the PWS-10s appear to have been generally satisfactory although already obsolescent when taken on strength, but there were reports that they were rather difficult to fly and not popular with their pilots. They were withdrawn from first-line service as PZL P.7a's became available and by the latter half of 1933 had been relegated to the fighter trainer role which they were still fulfilling in 1939, e.g. at the *Szkola Wyzszego Pilotazu* at Ulez and the *Centrum Wyszokolenia Lotniczego Oficirow Lotnictwa* in Deblin.

Shortly after the outbreak of the Spanish Civil War in July 1936, the Polish government contracted through middlemen - and in defiance of its own embargo on the sale of arms to either side - to supply 20 reconditioned PWS-10s to the Nationalists. In addition to the aircraft, the contract covered 12 spare engines and spare parts, the prices agreed in *zloty* being 30,000 for a PWS-10, 10,000 for an engine, and 6,500 *zloty* each for 10 complete sets of spares. The aircraft were withdrawn from the training center at Deblin and delivery to the "official" destination, Portugal, was handled by SEPEWE, a Polish firm.

The PWS-10s were shipped in two batches. Some sources claim the first 15 were offloaded at Vigo, NW Spain, in November 1936, but others state they were shipped to Lisbon and forwarded by rail to Tablada airfield, Sevilla, in December 1936. The remaining five apparently arrived early in 1937. The assembly of the aircraft was supervised by PZL staff.

The Spanish Nationalists gave the PWS-10s the type

code "4", numbering them 4-1 through 420, and nicknamed the aircraft *Pavipollo* or turkey chick. (The Heinkel He 46 was nicknamed *Pava* or turkey hen.) By February 1937, the PWS-10s had been incorporated in *Grupo de Caza no 4* and formed into a fighter squadron based at Leon under the command of Capitan Angel Salas Larrazabal.

Although the PWS-10 might have been able to confront the Republicans equally obsolete Hispano-Nieuport 52s at the outbreak of hostilities, it soon became obvious that it would be madness to pit them against Polikarpov 1-15 and 1-16 fighters. Both types had already proven themselves far superior to everything except the Fiat CR 32s of the Italian equipped and manned *Aviazione Legionario* or *Aviacion del Tercio*.

The PWS-10s were, therefore, relegated to the fighter-trainer role and relocated, in April 1937, to Jerez de la Frontera where they remained until they were withdrawn from service in mid-1938. As advanced trainers they proved to be particularly suitable for pilots destined to fly Fiat CR 32s because of certain similarities of the controls. Although allegedly difficult to fly, only four PWS-10 were reportedly written off due to training accidents.

The PWS-10s in Spanish Nationalist service wore no standard colour scheme and photos show aircraft painted a single colour overall next to others wearing two-color upper surface camouflage. The single color must have been khaki since the Polish magazine *AERO* states the PWS-10s were given the standard factory finish when reconditioned. Moreover, this must have been "brown" khaki since Pawel Przymusiala states this color, which was applied to *Lotnictwo Wojskowe* aircraft in the early thirties, was still being worn by aircraft such as trainers after "green" khaki had been introduced from 1936 onwards for combat aircraft.

In their book, Miranda & Mercado show color schemes for some PWS-10s operated by the Nationalists. They assume that these aircraft, when delivered, were painted a dark-green overall, a finish which was subsequently modified by applying patches of *arena* (sand) on the upper surfaces and by painting the undersurfaces pale blue.

Markings also varied. Not all the PWS-10s appear to have had white wing tips, but most of them had the spinner (if still fitted), the rudder, and part of the fin painted white. A black St. Andrews Cross was painted on the white tail area, and black roundels and a black band were painted on the fuselage. The drawings in *AERO* show black roundels on the top of the wings but not white wingtips and they provide no underside view. Miranda & Mercado's drawings show two kinds of wing markings for aircraft wearing the green/khaki/pale blue scheme and both include black roundels under the wings. One shows 4-4 at Leon in early 1937 with white wing tips, black bands and large white St. Andrews crosses on top of the wings. This particular aircraft featured an all-white fin and rudder with a black St. Andrews Cross.

The other drawing shows a PWS-10 at Leon in December 1936 with black roundels, black bands and large white St. Andrews crosses on top of the wings. Photos in Ries & Ring's "Legion Condor" confirm the use of such markings on top of the wing but show there were also black bands under the

wing next to the roundels.

One PWS-10 wearing the green/khaki/pale blue scheme had *Chiquita 4-1* painted on the fuselage sides instead of roundels and a black band, and had white St. Andrews Crosses under the wingtips. There is a fuzzy photo of this aircraft in AERO - Technika Lotnicza nr 5/1991 and Miranda & Mercado provide drawings

Miranda & Mercado also give a color scheme for 4-17 at Jerez de la Frontera in mid-1937. This machine, which lacked a spinner and wheel covers, had the entire airframe except the natural metal fuselage panels painted aluminum, white wing tips next to which were three black bands (like on a Fiat CR 32), a white rudder with a black St. Andrews Cross, and a black fuselage roundel separating the "4" from the "17." There is a photo of this aircraft in AERO - Technika Lotnicza nr. 5/1991.

The Model

The best drawings available when I built my model were those found in AERO - Technika Lotnicza nr. 9/1990 and Air International of March 1991 which, when both had been converted to 1/72 scale, proved to be very similar. Air International also provided a clear, albeit small, photo of a PWS-10. Miranda & Mercado's second volume covering Spanish Civil War aircraft includes 1/72 plans which make the PWS 10 look too "plump," but do provide details of various modifications effected while the aircraft was in service. A Polish publication, *Typy Broni 157 PWS10*, by T. Syga, is now available.

A kit of the PWS-10 is available from Broplan as a 1/72-scale vacform that agrees closely in profile with the plans in AERO. Comparison with the drawings and photos revealed some errors of detail.

The model was made up as follows after cutting/breaking out and preparing the main parts as usual, and discarding parts such as the vacformed wing struts:

(1) Fuselage: The starboard half was slightly shorter than the port half, the front louver panels on both sides of the cowling were not the rectangular shape apparent in drawings and photos, and the vent panel farther back on the starboard side was upside down (the circular aperture should be at the bottom!). The front panels were therefore reshaped, the starboard aft panel cut out and re-inserted, and the rather shallow louvers were deepened. There were two dimples corresponding to a single aperture shown low down on the port side of the cowling in the drawings and photo. The dimple on the starboard side was filled, that on the port side drilled out and backed. The cockpit interior was modified by cutting away the lower half of Part 3 and the front end of Part 4 to make room for a pilot figure. (No cockpit details available). The piece cut off Part 3 was inserted farther forward to ensure structural rigidity and block a view of the scratchbuilt radiator to be inserted later. The fuselage was then assembled, a piece of card painted black being inserted in the upper cylinder bank fairing. A piece of card was added to the front of the starboard fuselage half to correct length and a thin disk of card was glued over the nose to provide a plan front surface. Panel lines on the right side that were incomplete, too wide, and in the wrong place vis-a-vis their counterparts on the left side were filled and rescribed. The starboard and port cylinder bank fairings were then assembled and cemented to the fuselage.

The apertures for the exhaust stubs were opened up and the stubs simulated with sections of polystyrene rod that were inserted and cemented to the fuselage wall. A circular aperture was also drilled in the front of each cylinder bank (A friend used the nose section of KP's Skoda D.1 to save time and trouble.) A new radiator was scratchbuilt from card with reference to the drawings and photos, then attached by inserting the blank upper section in a 2.0-mm wide slot cut in the fuselage. The two leads connecting the radiator to the fuselage on either side were made from thin copper wire. The main landing gear was constructed using 10-mm white-metal wheels from Aeroclub, modified oleos from the undercarriage of a Matchbox Hawker Fury, and scratchbuilt struts. Bamboo was used to make a tail skid. The gunsight was made from plastic rod and stretched sprue. The pilot figure was taken from a Matchbox kit and given khaki overalls and a leather helmet. The windscreen was cut from acetate sheet, scored and bent to shape, painted and added when the model had been completed.

(2) Wing and tailplanes: The components were assembled, trimmed, tidied up and attached. The wing was mounted using STRUTZ for the cabane struts and Contrail aerofoil section rod for the main struts. The small struts halfway up the main struts were made of stretched sprue as were the rigging wires attached after painting.

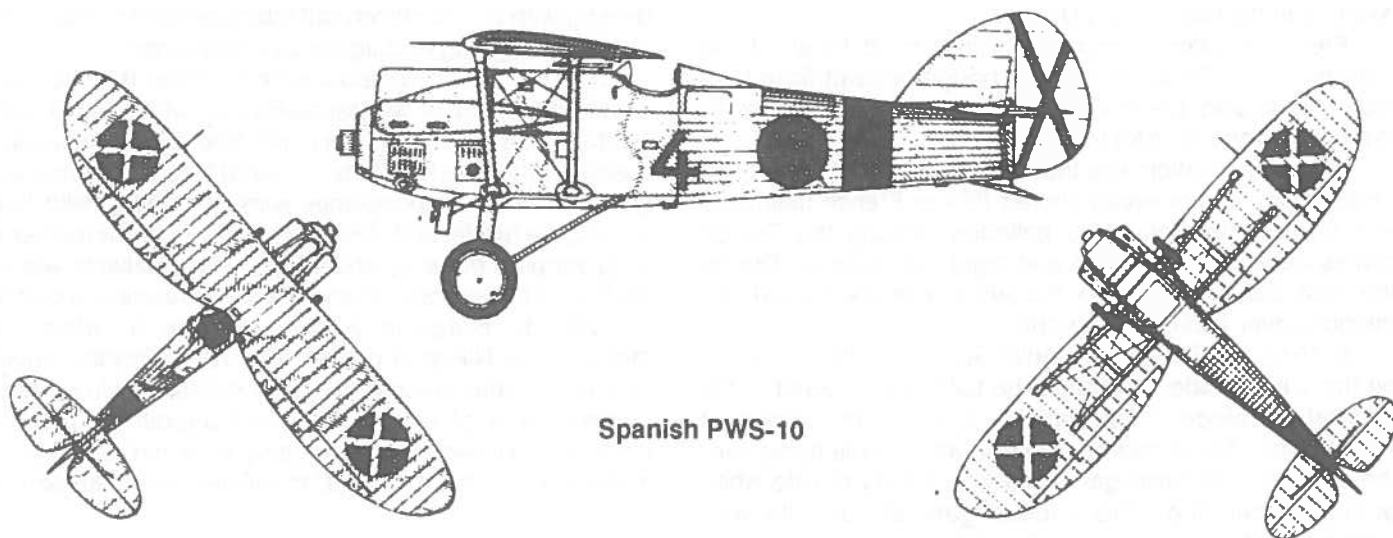
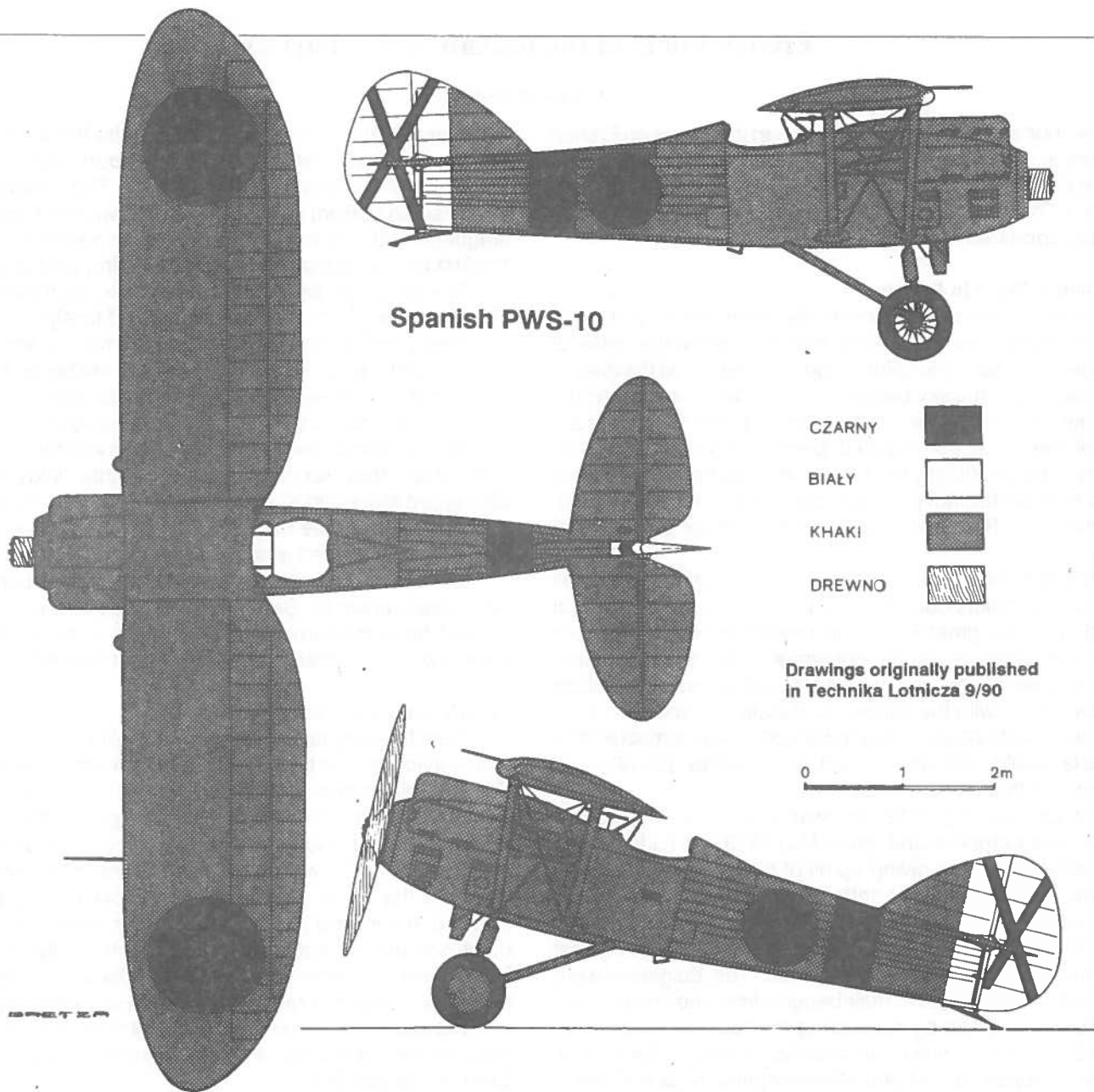
(3) Propeller: Since PWS-10s in Polish service and many of those operated by the Spanish Nationalists had spinners, the propeller was made by shortening one from a Matchbox Hawker Fury.

(4) Color scheme: The Broplan artwork shows prewar (1932) Polish fighter squadron PWS-10s painted a brown khaki similar to that of British Army World War 2 uniforms. (Surprisingly, Broplan describe this colour as *zielonooliwkowy* or "green-olive.") Mikro advise using Humbrol 26 Khaki plus 1/6 Humbrol 31 Slate Grey as a finish for their LWS Czapla. Broplan give grey for the cockpit interior and black for the instrument panel. The original khaki finish was the option chosen and the model was painted Humbrol 26 overall. The markings applied comprised the standard fuselage roundels and black band, black St. Andrews cross on the white rudder, black roundels and bands under the wings, and roundels, black bands and white crosses on top of the wings. Except for the fuselage band and white rudder. All markings were cut from black or white decal sheet. Since photos show not every PWS-10 wore its code, none was applied.

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French Pilots in the Balkan Wars (Part 2)

Christian Hotte

[Author's note: This, the second part in a series on French aviators in the Balkan Wars, covers the French participation on the side of the Balkan states: Bulgaria, Serbia, and Montenegro. The first part, covering the French aviators in Turkish service, appeared in SAFO #96.]

The Balkan Wars in Review

As long as the sky was invincible, it was the subject of the highest aspirations of mankind. However, when the "artificial bird" began to soar, the spirit of conquest replaced the dream. This violation of the sky began in 1912, in what was called the "powder keg" of Europe - the Balkans. The Balkan wars are one of the most complicated period of recent European history. It began during the time of the Crimean War, when a French expeditionary Corps campaigned in the "Principalities", i.e. Romania. These conflicts never ceased until 1918.

In way of background information, it is sufficient to recall that these conflicts constituted a kind of preview of the First World War. The great European powers drew lessons from these campaigns by sending observers and providing armament. The wars began in 1912 with the formation of the Balkan League which, with the support of Russia, conspired to drive Turkey out of its possessions in Europe. It was expected that Bulgaria would provide 300,000 men, Serbia 150,000 and Greece 120,000.

On October 17, 1912, the war broke out. The Balkan States were victorious and, on 30 May 1913, the Turks signed the Treaty of London giving up all of their possession in the Balkans except for Constantinople and the shores of the Bosphorus and the Marmara Sea. Arguments over the sharing of the spoils resulted in a new war pitting Bulgaria against their former Serbian and Greek allies. The Bulgarian were defeated and lost most of their benefits from the first conflict. The Turks benefited by recovering the town of Andrinople. Considering the populations counties involved, the loss of lives was appalling : 11,000 Montenegrins, 68,000 Greeks, 71,000 Serb, 156,000 Bulgarian, and an unspecified number of Turks.

Aviation in the Balkans in 1912

French aviation companies sold aircraft to all of the Balkan States. Those states also bought aircraft from Germany, Italy, and England, and they sent their officers to Western Europe for pilot training.

Bulgarian aviation was the best organized of the Balkan States. They had nineteen aircraft (fifteen French machines and four English) plus two balloons. Among the French planes were seven biplanes and eight monoplanes. During the First Balkan War, two Bulgarian aviators carried out missions over Turkish Andrinople.

In 1913, the French columnist Gustave Cirilli, a reporter on the Turkish side, published the following account in his *Journal du siege d'Andrinople* (Diary of the Siege of Andrinople): "About midday, we saw an airplane flying over the city. From its fuselage, we saw an infinity of little white points descending. This excited general curiosity with everyone looking up. Some believed the aircraft was releas-

ing pigeons, and others assumed the missiles were an incalculable number of explosives. A few hours later, we determined the explanation of this mystery: The 'artificial birds' launched on us from the air were leaflets written in the Turkish language and addressed to the local population." This was the first time propaganda leaflets were dropped by airplane.

The Serb had eight biplanes and six monoplanes, with fifteen aviators, both Serbian officers and foreign volunteers. Romania participation the war was minimal. Its aircraft were all of Bleriot design. French Lieutenant Malherbe flew over Bucharest with Prince Bibesco as a passenger.

Greek aviation was entirely in the hands of its own nationals. Its six aviators flew three monoplanes and three biplanes, with which they reconnoitered the battle fields in Epire. Lieutenant Moutoussis, based at Lemnos, flew his seaplane over the Dardanelles and attacked a Turkish ship; the first instance of an aircraft attacking a ship.

The Turks had only a few aircraft, most obsolescent, which were flown by German pilots. They had recently purchased more modern planes, but these were still in crates when they were captured by the Allies at Kirk-Kilisse.

French Aviators in Bulgaria

From the very start of the war, several Frenchmen offered their services to the belligerents. The first among these, Fred Paillard, telegraphed on 20 October 1912: "To His Majesty Ferdinand 1st, in his Palace at Sofia (Bulgaria). Majesty, I am a French aviator and I come to offer to you my services for the duration of the war, in the capacity as scout. My conditions are the following ones: 5,000 F per month, pre-paid outward and inward journey in first class, minimum engagement one month, maximum three months. I fly on biplane Henry Farman. Hoping that you will make with my request a favorable reception I remain, Your Majesty, sincerely yours."

The answer reached him on 25 October: "Leave immediately for the Staro-Zagora district-General. General Fitcheff, Chief of General Staff."

On 5 November, Fred Paillard boarded the Orient-Express. At Budapest, he became acquainted with a compatriot named Olivier, who at first was wary fearing that he might be dealing with police officer, but later confided to Paillard that he also was going to Bulgaria as a mercenary.

In Sofia, the two aviators were informed that they had to go to the camp of Mustapha-Pasha, where all Bulgarian aviation was stationed. This unit had been "seriously increased" when the Russians delivered "two 50-hp Gnome-engined three-seat monoplanes without rigging" with hinges holding the rudder and elevators made out of fine leather, and wing warping done by shutters(?). Also available were five old Bleriot two-seaters, originally sold to Russia and sent from Russian to Bulgaria without engine or wings; two monoplanes, Nieuport copies, with 70-hp Russian engines. One of the latter aircraft was also delivered without wings. These were rough copy of the French aircraft and they could not even taxi because the landing gear did not exist. The trademark on these aircraft, translated from Russian, was

Continued on page 24

Aviación Naval de Venezolana

Henrico Angerman

This is a report of a visit to Venezuela's main naval air base at Puerto Cabello located near the capital city of Caracas. Although Venezuela is often visited by aircraft enthusiasts, they mostly forget to visit this very interesting air arm which deserves a closer look.

In the recent years, the Venezuelan naval air arm has received much needed new equipment. Recent deliveries include the CASA 212-400's and the Bell 412EP Sentinels. The current order of battle of the Comando Aeronaval is as follows:

Escuadrón Aeronaval de Helicópteros - Agusta Bell AB.212ASW.

Escuadrón Aeronaval de Apoyo Táctico - Bell 412EP.

Escuadrón Aeronaval de Adiestramiento - Cessna 210 & 310 and Bell 206.

Escuadrón Aeronaval de Patrullaje - CASA 212MR.

Then there is also the Escuadrón Aeronaval de Transporte, which is split into two smaller Grupos: Grupo "A" with light transport aircraft such as Beech King Airs, and Grupo "B" with the CASA 212EE and a sole Dash DHC-7.

Noted at Puerto Cabello in November 2000 are the following aircraft: the Esc. Aer. de Helicópteros is currently operating its updated Agusta Bell 212ASW helicopters, which are often operated from the Lupo-class frigates in the Caribbean Basin. Noted were ARV-0303 (c/n 5167), ARV-0304 (c/n 5171), ARV-0305 (c/n 5176), ARV-0306 (c/n 5177), and ARV-0308 (c/n 5210). Both ARV-0301 and -0302 were, at the time of the visit, with Agusta in Italy for a complete overhaul, while ARV-0309 was shipped to Israel for unknown reasons. All the AB-212's are expected to go to Italy, and, when the two Agusta's return from their overhaul, ARV-0303 and ARV-0305 are the next to go. When returned they will all receive a light-grey camouflage scheme. The four recently delivered Bell 412EP Sentinels are operating with the newly formed Esc. Aer. de Apoyo Táctico in Marine Assault support operations. The Armada is very pleased with this new helos and has already placed another order for six for delivery later this year. Today they are operating with ARV-0601 (c/n 36176, ex-N6317J), ARV-0602 (c/n 36178, ex-N62754), ARV-0603 (c/n 36192, ex-N?????), and ARV-0604 (c/n 36196, ex-N6306Z). They are painted in a tactical threetone green/grey camouflage, similar to that of the USMC.

The only two other helicopters that are operating with the Aviación Naval are one Bell 206B ARV-0502 (c/n 2611) and a former USN Bell TH-57A serialised ARV-0503 (c/n 5011, ex-157365), both belonging to the administrative unit. The other TH-57A delivered to the navy is c/n 5027, ex-157381 and AMARC '4H015', which is stored in a hangar in bad condition, although there are plans to rebuild this Jet Ranger to flying status when it will receive the serial ARV-0504!

Other aircraft with the Esc. Aer. de Adiestramiento are the Cessna 210E ARV-0501 (c/n 210E.58664) and Cessna 310 ARV-0205 (c/n 310.0062) which is currently stored awaiting overhaul, and Cessna 310R ARV-0208 (c/n 310R.2124, ex-N68332). The last unit stationed here is the Escuadrón Aer. de Patrullaje with the recently-upgraded CASA 212MR Aviocars. These aircraft received new radar-equipment and can be armed with light arms as well with Whitehead A244S

torpedos. Also noted here were ARV-0401 (c/n S43-1-351), ARV-0403 (c/n S43-3-353), and ARV-0404 (c/n S43-4-354). The ARV-0402 (c/n S43-2-352) crashed on 25 March 1987 and has never been replaced. The Aviocars replaced the Grumman S-2E Trackers that were withdrawn from use in the late 1980's.

All the Grumman Trackers survived and are all derelict at the naval base dump. They are AS-0101 (ex-150603), ARV-0102 (ex-149867), AS-0103 (ex-149878), ARV-0104 (ex-149865), AS-0106 (ex-149880), ARV-0107 (ex-151638), and (AS)-0108 (ex-151681). The latter wears only the four-digit serial without its 'AS' prefix. Also dumped was S-2E ex-149246 which was delivered as spares airframe. Tracker ARV-0105 (ex-149875) is preserved at the base in very good condition. To supplement the three maritime-patrol CASA 212's, the Venezuelan navy has recently ordered a small number of Embraer EMB.145MP long-range patrol aircraft, to be delivered next year.

With Escuadrón Aer. de Transporte there is a mix of light aircraft: CASA 212 and Dash 7. To see these, you need to go to Caracas-La Carlota and Caracas-Maiquetia respectively. The Grupo "A" component of this Escuadrón flies Beechcraft King Air E.90 ARV-0201 (c/n LW.264) formerly serialised TR-0201, Super King Air 200 ARV-0212 (c/n BB.906), and Aero Commander 695 ARV-0211. The latter serial is often reported as being a Super King Air 200. Grupo "B" flies the CASA 212-200 ARV-0204 (c/n A27-1-177), ARV-0206 (c/n AV27-1-183), and the newly-delivered CASA 212-400's, officially designated CASA 212EE. also noted were ARV-0216 (c/n 462) and ARV-0217 (c/n 463) at Maiquetia and one noted while visiting Puerto Cabello: ARV-0218 (c/n 464). The only other aircraft that belongs to Grupo "B" is the De Havilland DHC-7-102 serialised ARV-0203 (c/n 68) which was in maintenance at the Centro de Mantenimiento in Puerto Cabello. Stored (or dumped since they were in very bad condition) in the same area as the derelict S-2E Trackers are two former FAV (Fuerza Aérea Venezolana) Bell 212's, one received a armada serial, ARV-0310 (c/n 30538 and ex FAV 0929), while the other was still in its original FAV colors and wearing its original serial 1972 (c/n was not checked, but believed to be 30539). Another aircraft noted at Cabello was a Cessna 402B, without any markings and looking as if it was impounded recently from possible drug runners. The aircraft was in good condition and, according to the maintenance crew, it will be soon in operation with the naval aviation, to be serialised ARV-0215, but this is not confirmed yet.

The Venezuelan navy has no training aircraft itself, but there are plans (at least on paper) to purchase a small number of trainers, probably former US Navy T-34C Turbo Mentors.

The Venezuelan navy has become a very important weapon against the ever-present drug-running problems off the coast and in its Caribbean area. With the recently delivered Bell 412EP's and the soon-to-arrive Embraer EMB.145MP's, it is clear that they take their task very seriously. They are staffed with professional people who work very hard and enjoy having the job done, but always with a too small budget.

I would like to thank Michel van Schaik, who provide the photographs, and Roberto "Aguila" Tami of the Armada Venezolana Public Relations Office.

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Captions for Photos on Page 36. (All photos by Michel van Schaik except as noted.)

a. Venezuela received a total of nine Agusta Bell 212ASW helicopters which operate from the Italian-built Lupo-class frigates. This is ARV-0306 at BAN Puerto Cabello in November 2000.

b. After the withdrawal of the Trackers, Venezuela bought four CASA 121MR maritime patrol aircraft which are armed with several light guns and carry A2445 torpedos. This is ARV-0401 at BAN Puerto Cabello in November 2000. (Henrico Angerman)

man)

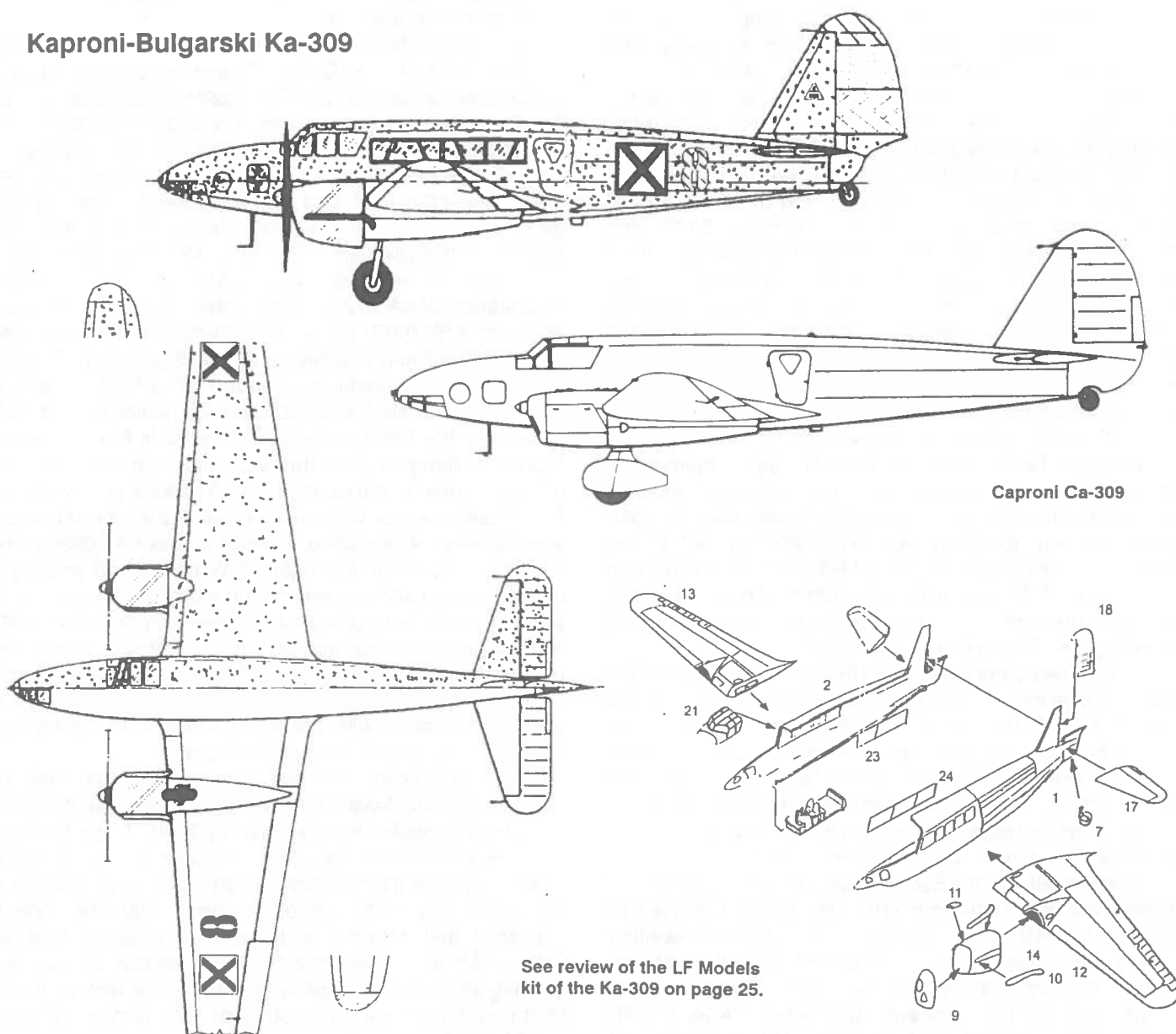
c. Bell 206B ARV-0502 is used along with a former US Navy TH-57A (ARV-0503) for light transport duties. It is seen here while under maintenance at BAN Puerto Cabello in November 2000.

d. The sole DHC-7-102 ARV-0203, used by the Escuadrón Aeronaval de Transporte from Caracas-Maiquetia, is seen here at BAN Puerto Cabello in November 2000.

e. The most recently delivered aircraft are four Bell 412EP Sentinel tactical-support helicopters, operating with the newly-formed Escuadrón Aeronaval de Apoyo Táctico. Here ARV-0602 is seen at BAN Puerto Cabello in November 2000. The Armada has ordered another six of these Helidyne-modified helicopters.

f. This former Escuadrón Aeronaval de Antisubmarina S-2E Tracker is today (November 2000) preserved at the gate of BAN Puerto Cabello. It is ARV-0105/A5 and former USN 149875.

Kaproni-Bulgarski Ka-309

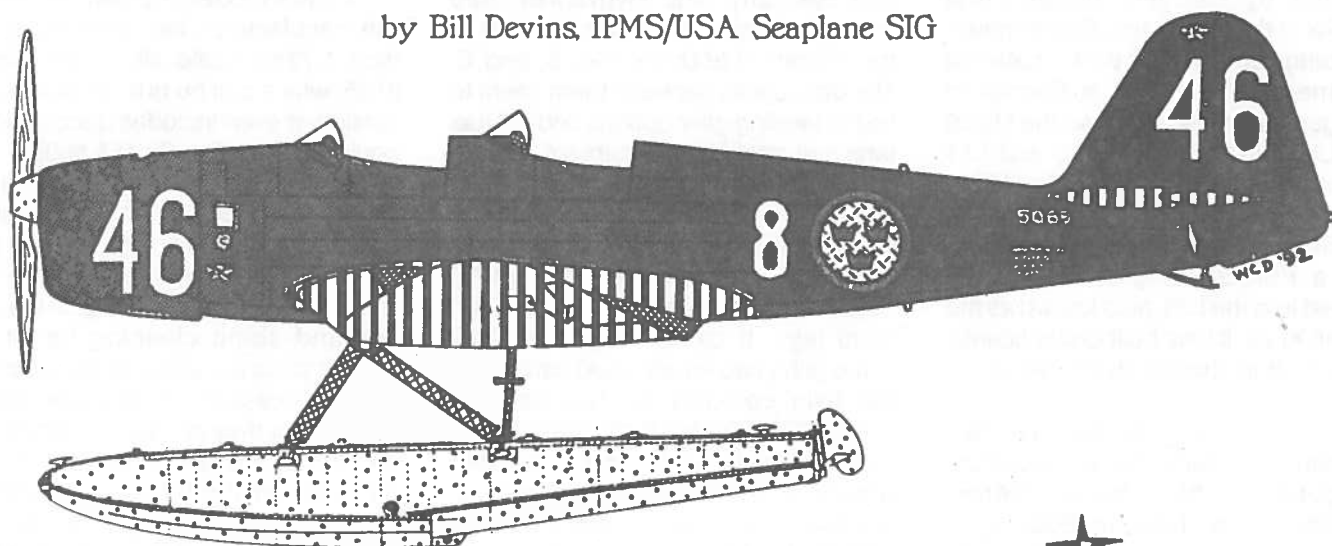


See review of the LF Models kit of the Ka-309 on page 25.

Swedish Sk 15C (Klemm KI 35D)

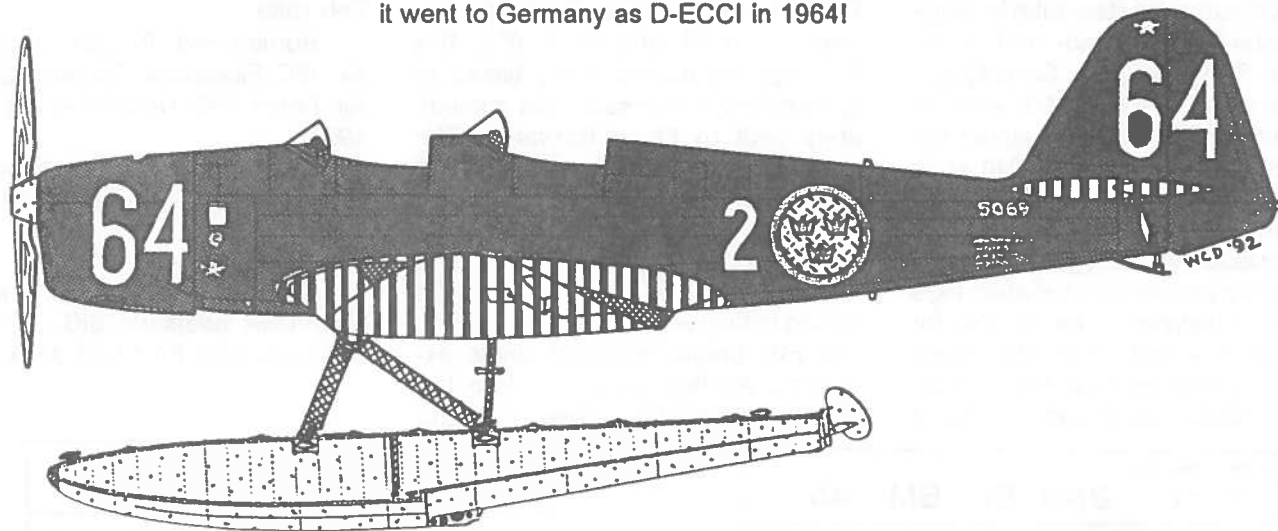
Flygvapnet Floatplane Fvnr 5069

by Bill Devins, IPMS/USA Seaplane SIG

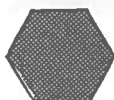


HANS KLEMM FLUGZEUGBAU GmbH
BÖBLINGEN

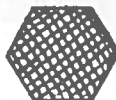
Sk 15C:Fvnr 5069, c/n 1904, served with F8 at Barkarby in as 8-46 in 1941 and later with F2 at Hägernäs as 2-64. It is finished in the standard Sk 15 colors of very dark blue-grey (called *pansargrå* = panzer grey) fuselage, fin, and rudder with orange wings and tailplane. Floats were silver with dark grey, or possibly orange, struts. Yellow-outlined Swedish blue insignia appear on the fuselage sides and below the wings only—there are no upper wing insignia. Code numbers, in the classic 1935-63 style, are white, as is the Fvnr and all stencilling. A small white Klemm logo appears on the cowling and the fin tip. The wooden prop has no spinner cap, and there is a dark-grey wing walk panel on the port wing root. This machine was sold onto the Swedish civil register as SE-BHX in 1947; it went to Germany as D-ECCI in 1964!



Panzer Grey



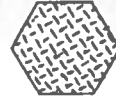
Orange



Red



Blue



Black-Grey

Silver

White

Yellow

Klemm and the Swedish Sk 15C Floatplane

Bill Devins

Hans Klemm began his career in aviation by studying under Ernst Heinkel at the Hansa und Brandenburg Flugzeugwerke during WW I. Later he became chief designer at Daimler in Stuttgart. There he designed the L6, L9 and L11 fighters and the L8 and L14 reconnaissance aircraft. In 1924, Klemm created his first successful lightplane for Daimler, the 2-seat L20 with a Porsche engine. This soon evolved into the L25, also known as the Klemm KI 25; it was built under license in England as the British Aircraft Swallow.

In 1926, Klemm founded his own company, the Hans Klemm Leichtflugzeugbau GmbH (Hans Klemm Lightplane Co, Inc), in Böblingen. Building on the success of the tandem-seat low-wing cantilever monoplane formula of the L20 and L25, Klemm designed the similar L26 and the cabin monoplane KI 31 of 1930. By 1935, Klemm's experience with steel-tube construction and his basic lightplane formula resulted in what became his most successful model, the Klemm KI 35. Over 2000 of these popular aircraft would ultimately be built.

The KI 35 was powered by a Hirth 4-cylinder air-cooled inverted in-line engine; it featured a steel-tube fuselage and metal-ribbed, wood- and fabric-covered flying surfaces. Seventy-four KI 35Ds with 105-hp HM 504 engines were purchased by the Flygvapnet, the Royal Swedish Air Force, in 1940-41. In addition, another 18 civil Klemms appear to have been loaned to, borrowed, or impressed by the Flygvapnet; these were used by the military between 1939 and 1944. Designated Sk 15 (Sk for skolflygplan = trainer) in Flygvapnet service, the KI 35 served until the 1950s. Many of the surplus aircraft later found

their way to the civil market in Sweden and Germany. The Flygvapnet used three designations for their versions of the Klemm KI 35D: Sk 15A, B, and C. The differences between them seem to be the landing gear options and the fuel tank and cockpit arrangement. The Sk 15A, with Swedish serials (Fvnr) 5001 5064, could be equipped with wheels or skis on the standard "tripod" undercarriage legs. The Sk 15B (5071 5074) used the faired single-strut undercarriage legs. It carried additional fuel; some [all?] had an enclosed cabin over the twin cockpits for use as staff aircraft. The Sk 15C (5065 5069) could be fitted with floats or the spatted wheels. The floatplane used a 7' 2" diameter Schwartz wooden propeller while the landplanes spun a 6' 6" Heine.

Although the Klemm KI 35D featured provision for wheel, ski, and float undercarriages, and the Flygvapnet used all three, only the five Sk 15Cs ever served as seaplanes. The floats were EDO 46-1620 14-ft aluminum models. EDO Corporation was not involved with float certification for the Klemm 35, so this must have been done in Germany or Sweden. The first pair of Sk 15 floatplanes was delivered to the RSAF on 11 Oct 1940. They were accepted by Flygflottilj 5 (F5, the Flygvapnet's training wing based at Ljungbyhed) but were almost immediately sent to F8 at Barkarby. The remaining three arrived on 21 Feb 1941 and joined the first two at F8, where they all served between six months and two-and-a-half years. During the remainder of the war the Sk 15Cs served mainly with F2 and F5; F4, F16, and F21 briefly operated single examples. All five were sold into the Swedish civil market between 1947 and

1949.

HUMA-Modell, the German limited-run manufacturer, has produced a very nice 1/72nd scale kit of the Klemm KI 35, which can be built up as a B or D version. It even includes decals for ski-equipped Swedish Sk 15A 5007/5 137, although the black outlines to all the insignia and codes are superfluous. Overall, the kit is well molded, with nice fabric representation where appropriate. A little more detail in the interior and some cleaning up of the smaller parts are about all the improvements necessary. Floats are not included, but they can be scratchbuilt or swiped from another kit. Those provided with the Airfix Auster Antarctic are exactly the right length, but they are covered with oversized rivets, and lack the angular shape of the EDO originals. A little sanding should bring them up to snuff, however. The Swedish Sk 15C floatplane, with its orange wings and silver floats, will make an attractive addition to your collection.

REFERENCES:

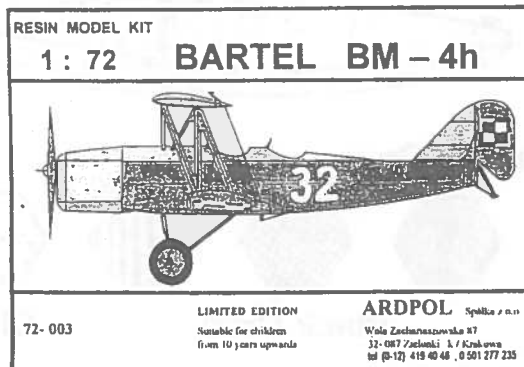
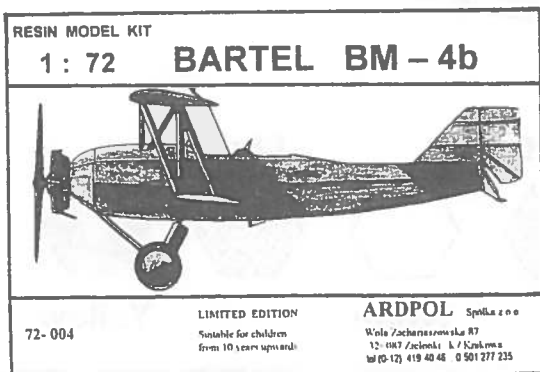
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_____. "Klemm Leichtflugzeuge Deutschland", Flieger Revue '89, 2/432, Feb 1989.

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Operation Marita, Hitler attaque la Yougoslavie (1ere Partie), Batailles Aeriennes #14 is a welcome addition to the reference material available in respect of the "April War" of 1941. Sarl Lela Presse have made a very good job of rounding up a collection of representative and rarely seen photos as well as providing nuggets of information that augment and add extra color to the more comprehensive account to be found in "Air War for Yugoslavia, Greece and Crete, 1940-41" by C. Shores and B. Cull with N. Malizia. The special section on Yugoslav Naval Aviation is a particularly good idea, as is the inclusion of scale drawings of an IK-2, IK-3, Do 17K, and Rogozarski Sim XIVH. (Better drawings of the Do 17K provided by Srecko Bradic appeared SAFO Vol.24, No.1).

However! I am puzzled by the repetition, by authors Paul Leder and José Fernandez, of several errors that occur in "Air War for Yugoslavia ..." These are:

1) The Yugoslav air force is referred to as the *Jugoslovensko Kraljevsko Ratno Vazduhoplovstvo* (JKRV) but, as Srecko Bradic pointed out in his letter in SAFO (Vol.23, No.4, p.139), the correct name was *Vazduhoplovstvo Vojske* - to which *Kraljevine Jugoslavije* is best added to avoid confusion with the Soviet V-VS. (Yes, I committed the same error in my articles, and I offer my apologies.)

2) The OC of 110. Eskadrila is shown as "Oyo" Sep. The officer's name was Oton A. Sep (and there is no "y" in the Serbo-Croat alphabet).

3) The IMAM Romeo biplanes flown in the reconnaissance/light bomber role by the *Regia Aeronautica* are identified as the Piaggio radial-powered Ro 37bis subtype. Photos in "Air War ..." and other publications show only the subtype powered a Fiat in-line engine, i.e. the Ro 37. But perhaps both subtypes were used at the time.

4) Squadriglia 354 is stated to have been equipped with Fiat G.50bis fighters, and there is even a color drawing of a 354 Squadriglia G.50bis on page 33. The photo on page 48 of a line-up of 354's fighters shows they were Fiat G.50s as stated by other authors. Photos in other publications show that Squadriglie 355, 361, and 395 were also equipped with Fiat G.50s when Italian forces invaded Greece on October 28, 1940. As the first unit to be equipped with the G.50bis was Squadriglia 358 in Libya in about January 1941, it is certainly possible that 354, 355, 361, and 395 took a few G.50bis fighters on strength sometime early in 1941, but it is hardly likely that they were equipped exclusively with the G.50bis by April 6.

5) The VVKJ's Avia biplane fighters are identified as BH33E's, but they were BH33E-SHS's license-built in Yugoslavia and differing significantly (engine, fuselage, landing gear) from the BH33E operated by the Czechoslovak air force.

The caption to a color picture of a BF 109 on page 41 states the machine is an "E-7/Trop", but the drawing shows an E-3 type canopy, a cropped spinner, and no dust filter on the supercharger air intake!

The color pictures illustrating Yugoslav camouflage schemes make the oker (ochre) far too yellow and the *tamno zelena* (dark green) too pale. In *Aeroplan* 2/90, Ognjan Petrovic and Srecko Bradic give the nearest equivalents of the three upper surface colors as FS 30118 (H118), FS34096 (H130 or H120), and FS20040 (H198). For the undersurfaces, one issue of *Aeroplan* gives FS25526 (H65 + some H64) and another just H64.

Note also that the color schemes given for British-built aircraft are partly incorrect. The authors state

the 20 Blenheim Mk Is delivered ex-RAF stocks in February and March 1940 had "duck egg blue" (i.e. Sky) undersurfaces, but the order to paint undersurfaces Sky did not come into effect until June 6, 1940. Petrovic and Bradic say some Blenheims in the second batch had their entire undersurfaces painted black and others only that of their port wing.

The authors also say the 24 Hurricane Mk Is (two batches of 12) were delivered with their upper surface Dark Green/Dark Earth camouflage modified with patches of oker and their undersurfaces painted aluminium. While it is true that the demonstration aircraft wore modified RAF camouflage, Petrovic and Bradic make no mention of oker and say the, 12 Hurricanes of the second batch had black and white undersurfaces. Finally, although care is taken to use the correct designations and spelling for *Luftwaffe* and *Regia Aeronautica* units, ranks, and names, at least in the Orders of Battle, the same courtesy is not shown to the Yugoslavs. Not only are the designations of VVKJ units and ranks given solely in French, but no effort has been made to use the proper letters to spell men's names. "Air War ..." does give the original names of units and ranks, and SAFO has shown additional courtesy to the men.

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La Guerre en Grece, Octobre 1940: Mussolimo attaque la Grece and Marita 2eme partie. #15 Batailles Aeriennes. Sarl Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. E-mail: lela.presse@wanadoo.fr. Web: www.avionsjet.com.

This excellent series from France needs no introduction for SAFO readers. Suffice it to say that this issue lives up to the high standards set by the previous issues: well-reproduced photos (many new to this reviewer), informative tables and maps, and excellent color drawings. Although the emphasis is correctly on aircraft, chapters covering land and sea subjects, uniforms, and modelling greatly add to the usefulness of these volumes.

The chapters in this issue are: (1) "Les origines du conflit" 6 pages including 7 photos. (2) "L'Armee grecque en octobre 1940" 4 pages including 10 photos. (3) "L'Aviation grecque de l'entre-deux guerres" including 9 photos (Breguet XIV, D.H. 9, Gloster Mars VI Nighthawk, Potez 25, Blackburn Velos, Avro 504, MS.147, Avro 262, & MS.230). (4) "Ordre de bataille de l'aviation grecque" 2 pages. (5) "Ordre de bataille de la Regia Aeronautica" 2 pages. (6) "Les combats aeriens" 30 pages including 64 photos. (7) "Hitler attaque la grece" 7 pages including 22 photos. (8) "Grecs tués du 28 Octobre au 27 Avril 1941" a 2-page list of Greek airmen killed. (9) "La guerre dans les eaux grecques" 7 pages including 13 photos and 2 color drawings of Greek ships. (10) "Uniformes" 2 pages with 7 color drawings of Greek and Italian airmen. (11) "Marquette: Le Fairey Battle Airfix au 1/72e" 3 pages including 6 color photos of the model.

Special sections include 4 "Fiches monographiques" (one page with color side-view drawing and scale 3-view drawing): Cant Z.1007bis, PZL P.24F/G, Avro Anson Mk.I, & Cant Z.506; 14 color side-view drawings (Italian: SM S.81, Fiat Br.20, SM S.79, Fiat CR.42, & Macchi C.200; RAF Blenheim I, Hurricane I; Greek: Hs 126, Potez 633, Battle I, Junkers G.24, Blenheim I, & Do 22; and Luftwaffe Bf 109E.); and 2 full-color maps.

While the lack of English text and/or captions is an

annoying inconvenience to the enthusiast without a reading knowledge of French, this series remains a gold-mine of information and enjoyment for the student of the small air forces in WWII.

Enciclopedia de la Aviacion Militar Espanola. Quiron Ediciones, Apartado de Correos #2038, E-47012 Valladolid, Spain.

E-mail: quiron@alcanizfresnos.com. http:WWW.libromedia.com/quiron

This new series from Spain is a welcome addition to the library of any student of the small air forces. While a multitude of publications on the Spanish Civil War is available in both the Spanish and English language, little is available on the history of Spanish aviation before and after the Civil War. For example, this reviewer has very little on the Loring-designed aircraft. The *Enciclopedia de la Aviacion Militar Espanola* will correct this imbalance.

The *Enciclopedia* is being published in a series of volumes covering the history of Spanish military aviation in chronological order. Each volume consists of 16 A4-size pages saddle stapled between card covers. The text is entirely in Spanish. There are lots of photos, all well-reproduced on high-quality paper. Of particular interest are the many color side-view drawings that are absolutely beautiful. In addition, each issue contains a pair of inserts each consisting for a full-page color side-view drawing of an aircraft in Spanish markings. Nine volumes are on hand for review with Volume #0 introducing the authors of the *Enciclopedia*.

Volume #1 *Desde los origenes hasta 1919: "Antecedentes historicos", "Espana se interesa por el aeroplano", "Actividad de la aviacion civil hasta 1919", "La Escuela Militar de Cuatro Vientos", "Creacion del Servicio de Aeronautica Militar", "Entrada de fuego en Marruecos", "En Servicio de Aeronautica durante la Gran Guerra", "La Seccion de Aeronautica", "Albores de la construccion de aviones en Espana".* 24 photos and 9 color side-view drawings [Bristol Boxkite, Farman MF.7 & MF.11, Bristol Prier, Nieuport VIM, Lohner Pfeilflieger, Barron Flecha, Curtiss JN-2, and Curtiss floatplane].

Volume #2 *1919-1926: "Los anos dela postguerra europea", "Aviacion civil", "La Aviacion Militar nace de nuevo. Potenciacion de los aerodromos de Africa", "Formacion del personal de vuelo", "El desastre de Annual y la reaccion", "Material, industria y tecnica", "Orgaizacion Echague: Las bases aereas", "Las Fuerzas Aereas de Marruecos, 1922-1923", "Primera Medallas Militares de Aviacion, Tifarriuin".* 27 photos and 9 color side-view drawings [DH.4 (2), Avro 504K, Caudron G.III, FAB Type H, Breguet XIV (2), Bristol F2B, and Ansaldo A.300].

Volume #3 *1919-1926 (Segunda parte): "El amdo del general Soriano", "El repliegue de la zona Occidental de Marruecos", "Hacia la solucion radical: Alhucemas", "El primer gran vuelo de la Aviacion espanola", "El primer lustro de la Aeronautica Naval". "El Laboratorio Aerodinamico y la industria", "El Ala Giratoria".* 25 photos and 9 color side-view drawings [DH.9, Potez XV, Breguet 19, Bristol F2B, Dornier Wal, Avro 504K, Felixstowe F.3, Martinsyde F.4, & AME VI].

Volume #4 *1926-1931 (1ª Parte): "Los ultimos anos del reinado de Alfonso XIII", "La aviacion civil espanola abre, por fin, su alas", "Los anos del uniforme verde", "El fin de la pacificacion de Marruecos", "Sobre el desierto".* 20 photos and 12 color

side-view drawings [Fokker F.VIIb/3m, Nieuport 29, Loring R.III, Bristol F2B (2), Loring R.I, Breguet XIV, Fokker C.IV, Breguet 19 (2), DH.9, DH.9A].

Volume #5 1926-1931 (2ª Parte): "Prosiguen los grandes vuelos", "El mando del general Balmes", "El breve lapso de 'Los Cuatro Jinetes del Apocalipsis'", "Aeronautica Naval - Anos de reajuste", "La Escuela de Aeronautica Naval", "Material de vuelo de Aeronautica Naval", "Unidades y ejercicios", "Anos de expansion industrial". 27 photos and 8 color side-view drawings [Breguet 19, Macchi M.18, Blackburn Swift, Dornier Wal, Savoia S.62, Canete Pirata, Nieuport 52, & Breguet 26].

Volume #6 1931-1936: "El quinquenio republicano", "La aviacion civil durante la republica", "La aviacion militar durante la republica", "La ocupacion de Ifni", "Los ultimos grandes vuelos", "De Aeronautica Naval a Aviacion Naval", "Tecnica e industria en el quinquenio republicano". 15 photos and 8 color side-view drawings [Douglas DC-2, Loring R.III, Hispano-Nieuport 52, Breguet 19, Cierva C.30A, Fokker F-VIIb/3m, Breguet 19 Super, Vickers Vildebeest].

Volume #7 La Aeronautica en julio de 1936: "La Aviacion Militar", "La Aviacion Naval en julio de 1936", "La aviacion comercial y deportiva en julio de 1936", "La Espana de preguerra. La sublevacion, sus causas y motivos". 12 photos and 11 color side-view drawings [Hispano-Nieuport 52 (4), DH.82 Tiger Moth, Cierva C.30, Savoia S.62, Avro 504K, Martinsyde F.4A, DH.60GIII Moth Major, Hispano E.30, & Vickers Vildebeest].

Volume #8 El Alzamiento en las Unidades y Centros Aereos: "El 17 de Julio en las Fuerzas Aereas de Africa", "El sabado 18 en el aerodromo de Tablada", "Decidida postura pro gubernamental de Los Alcazares", "Logrono y Leon secundan al general Mola. El Prat se Oponen", "Los aerodromos del entorno de Madrid", "Armilla y Pollensa", "Resumen", "Primeras acciones de Guerra", "La Cruz de San Andres", "Cambios de organizacion y de jefes", "Las aportaciones extranjeras hasta la 'No Intervencion'", "Mallorca. El desembarco de Nbayo", "Campana del valle del Tajo". 15 photos and color side-view drawings (all Republican except those marked with an * [Fokker F.VIIb/3m (2), Douglas DC-2, DH.89M, Vickers Vildebeest, Breguet 19, Nieuport 52, Dewoitine D.372, Hawker Fury, He 51*, Fiat CR.32*, Breguet 19*, Nieuport 52*, Potez 540, SM.81*, Ju 52*, Macchi M.41, Fiat CR.32*, & Savoia S.62].

The inserts (in no particular order, since I removed them from the volumes): Polikarpov I-16 Tipo 5, CASA S.207A Azon, MacDonnell Douglas EF-18A Hornet, Lockheed F-104G Starfighter, Heinkel He 70 Blitz, Vickers-CASA Vildebeest, Junkers Ju 87B Stuka, North American F-86F-30 Sabre, Fiat CR.32 Chirri, Augusta-Bell 47 G-2, Cant Z-501, Boeing KC-97L, Heinkel He 60E, Hispano Aviacion HA-220 Super Sacta, Caudron Goeland C-445, & Fiat Br-20 Cicogna.

The Enciclopedia de la Aviacion Militar Espanola would be an invaluable addition to the library of anyone seriously interested in the history of Spanish military aviation and who is not afraid of the Spanish language. For the modeler, there is a plethora of color schemes to apply to familiar aircraft and the scratch builder will find many interesting subjects for their art. The few complaints I have pale before the value of these volumes. First, captions in English would add much value to the volumes for the Spanish-language impaired. As a modeler, I would like to have color drawings of the upper surfaces of the aircraft illustrated and, al-

though it is probably too much to ask, scale 3-view drawings of the Spanish-designed aircraft.

FAB na Segunda Guerra Mundall. The Brazilian Air Force in World War II Mediterranean Theatre of Operations 1º GAvCa & 1ª ELO. Luciano Barbosa Monteiro.

This book consists of 30 A4-size pages, on high-quality paper, saddle-stapled between sturdy card covers. The front cover consists of a painting of two FAB P-47s in flight somewhere over Italy; aircraft 'D4' carries the USAAF camouflage scheme of olive green over neutral grey and aircraft '1' is in natural metal with one quadrant of the Brazilian national insignia on the fuselage replaced by a panel used to repair battle damage. The rear cover consists of six contemporary color photographs. Expect for several short sections in both Portuguese and English, the contents consists of photos (with Portuguese and English captions) and drawings. The four squadrons (Esquadilha) of the Brazilian Fighter Group (1º Grupo de aviacao de Caca) were designated Vermelha (red), Amarela (yellow), Azul (blue), and Verde (green) and coded "A", "B", "C", and "D" respectively. Photos of their Thunderbolts occupy 8 pages with 8, 5, 6, and 10 photos of each esquadilha respectively, and one page of side and split-plan view drawings showing the colors and markings for four Thunderbolts. This is followed by 4 pages with 33 photos of details of the FAB P-47's exterior, cockpit, and armament. Two pages with four photos and a 3-view drawing describe the career and color scheme of 'Desert Lil', a B-25 used by the FAB for transport and liaison duties. Very welcome is the 4-page chapter on the "1ª Esquadilha de Ligacao e Observacao" with a short history, 6 photos of their Piper Cubs, and one photo of a Kubelwagen named 'Pip' carrying FAB markings. This section also includes 4-side-view drawings of the Cubs and a 4-view drawing of the Kubelwagen. The book ends with a 3-page chapter on "Curiosidades" which consists of 6 photos and 2 drawings of ex-Luftwaffe a/c being viewed by FAB personnel.

The center two pages consist of excellent color drawings of three Thunderbolts, 'Desert Lil', two Cubs, and the Kubelwagen, as well as the Group insignia, 'Senta a Pua', and three drawings of pilots in uniform.

A pleasant surprise is the inclusion of a large (15 cm by 20 cm) sheet of decals, in 1/48 and 1/72 scale, containing the markings for all the aircraft (P-47s, B-25, Piper Cubs) and the Kubelwagen. The drawings in the book show the placement of all these decals and colors of the aircraft. These decals are well printed and in perfect registration.

This book and the decals are available on e-mail at aviation@aviation.art.com.br. The price is US \$12.00 for the book and decals. This price is about what you would expect to pay for the decals alone. It's a even greater bargain if you share the cost with a friend who can use the 1/48-scale decals. Highly recommended.

From D-Day to Victory: Fighters in Europe 1944-45. Malcolm Laird. Classic Warbird Series No 5. Ventura Publications, PO Box 10-213, Wellington, New Zealand, E-mail: ventura@e-vine.co.nz. Web: www.e-zine.co.nz. Also available from: Squadron Mail order, 1115 Crowley Dr., Carrollton, TX 75011-5010, USA for \$12.96.

From its title, it would appear that this book would have little of small-air-force interest except for the fact that it is produced by fellow SAFCH member Malcolm Laird. This impression is further enhanced by the color side-view drawings on the

covers which are of Spitfires, Mustang, Tempest, Fw 190, and Mosquito in RAF, USAAF, and Luftwaffe markings. However, there are a few hints of interesting things to come in the drawing of a Spitfire with Canadian Maple Leaf and Kostiuszko Squadron insignia on the cowl and a Spitfire LF16 carrying French roundels. Then on the title pages, when we find a photo of a 315 Polish Squadron Mustang III 'PK + W' escorting a 489 NZ Squadron Beaufighter TFX, we begin to think we might have something a little different here.

Indeed, this is a very special and most delightful book. All the chapter are about the recollections of New Zealand fighter pilots over Northern Europe during the last year of the war. Each chapter begins with a short biography of the pilot including his post-war career. Eight stories are told: D-Day Gun Spotters, Mobile Spitfire Squadron, Flying for two Air Forces, Fighters at Night, Tempest Squadron, Combating the V2, Tempest to Meteor, and Reconnaissance Fighters. Each chapter is an exciting 'read' and is complimented by well-reproduced photos (some 87 photos in all) mostly from private collections and never before published.

Of special joy are the ten pages of superbly-done color drawings. The front and back covers contain nine color side-view drawings [Spitfires (5), Mustang, Tempest, Mosquito, & Fw 190D]. The color drawings inside show side and plan views of the aircraft that play important parts in the stories.

D-Day to Victory is produced in A? size (17.5 cm by 24.5 cm) with 64 pages, on high-quality glossy paper, sturdily bound between durable card covers. This book is recommended to all persons interested in fighter combat in WWII and will especially please those who appreciate well-told stories supported by appropriate photographs and drawings. (The Fw 190 is illustrated since it was the aircraft flown by Oberleutnant Berger when he was shot down by Tempests of 486 Squadron on 27 December 1944. However, I was not able to find any explanation of the Canadian Maple Leaf and Kostiuszko Squadron insignia on the a Spitfire 'MC+J' flown by a New Zealander, Wing Commander John Milne Checketts of 142 Wing.)

Updates & Oddies. Aviation History Colouring Book #43. Ian Baker, 31A Mercer St., Queenscliff, VIC 3225, Australia.

This is the latest in Ian Baker's unfortunately titled "Aviation History Colouring Book" series. The subtitles are much more indicative of the contents; "Drawings & Notes for Modellers, Illustrators & Enthusiasts" and "Some more serious stuff for your Colours & Markings File".

This issue enlarges upon the usual format; 48 (instead of the usual 20) A4-size pages saddle stapled between card covers. The contents are exactly as stated in the title, a collection of corrections and additions to items published in earlier volumes of the series. The topics covered are too numerous to detail in a short review such as this, so I hope a listing of the photos and drawings will suffice to give a good picture of the content. Photos: Wapiti, Demons, Gannett, Catalina, Airacobra, Boston, Hurricane, Wirraway, Mustang, Spitfire, Beaufighter, Kittyhawk, Tojo, Liberator, Hudson, Anson, DC-3, & Reliant; 27 photos in all with all but the Hurricane & Tojo in RAAF markings. Drawings: Catalina (USAAF), Do 24 (NEI), Catalina (RCAF), Spitfire, Fairey IID, Wapiti, Beaufort (RAAF), Wirraway, Mosquito, Beaufighter, Demon (all RAAF unless otherwise noted). Unfortunately the photos are rather indifferently reproduced, but over half of which are claimed by the author to have never before been published. The tone drawings are well executed and

show the colors and markings clearly. In addition, there are three color chips "accurately matched to fabric dopes of 1917 and 1918 with extensive colour notes and discussion." Updates & Oddities is recommended to anyone interested in RAAF aircraft and the Pacific War, and is a must if you've been collecting this series. This series is available directly from the publisher at the address above. They are also available in the USA from M&Models and Aviation-Usk, and in the UK from Mushroom Model Publications, Ian Allan Bookshop, & Motorbooks. [Ed: See also the review of Ian's "Colour Cards Set #1: Early RAAF Colours" in the Miscellaneous column in this issue of SAFO.]

Lockheed Hercules Production List 1954-2001, 15th Edition. Lars Olausson, Box 142, s_530 32 Satenas, Sweden. \$13.00 (add \$1.00 for airmail) cash only. (No checks please; the bank charge is \$14.) SAFO member, Lars Olausson, has come out with

the 19th edition of his monumental "labor of love", Lockheed Hercules Production List.

"I thought I'd send a plug your way for a friend of mine who has just released the first book in a new series of WWII Canadian aces, **Canadian Ace Profiles**.

"The first book in this series features G/C A U "Bert" Houle who flew with and eventually commanded 213 Sqn RAF in the Mediterranean between 1941 and 1944. This is the story of Houle's military flying career from basic training to his retirement from the RCAF in 1965. The majority of the 8.5 inch by 11 inch, 200-page hardcover book focuses on his WWII activities with a very readable text and 264 photos, most of which are from Houle's personal albums. There are also 10 pages of colour paintings featuring some of the aircraft and exploits of Houle's flying career.

"References on RCAF aces outside of the top five are rare and this series finally addresses this shortfall. At CDN \$45.00 (US \$35.00) plus \$5.00

postage Canada/US, this limited-run book is available from the author: Michel Lavigne, PO Box 222, Victoriaville, Quebec Canada, G6P 6S8." Jim Luzyn (SAFCH #920), RR#5, Thunder Bay, Ontario, P7C 5M9 Canada.

Ija Muromets. Armada Series: 56 p., 130 photos, drawings 1/144 scale, 9 color side-view drawings. **Su-17. Armada Publishing Company**: 56 p., 130 photos, 12 drawings plus 3 pages drawings, 8 side-view drawings.

Tu-142. Long range anti-submarine aircraft. 48 p. (2 in color), 86 photos (3 in color). Supplementary sheet with drawings: two A3 drawings (1/144 TU-142/M/MZ/MR).

Yak-28PPP REW Aircraft. Avia Retro Series. 62 p. (8 in color), 63 photos (17 in color), 10 pages of drawings, 8 b/w side-view drawings.

Arnis Draugs (SAFCH #1229), Sarkandaugavas 26-4-250, Riga LV-1005, Latvia. e-mail arnis@rim-peks.lv

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Thomas McGarry (SAFCH #950) send some more photo copies of pages from the **Journal of Military Ordnance**. One page consists of reviews of two new South African publications.

(1) **The South African Air Forces at War** by Louw and Bouwer. 280 pages, 865 photographs (257 in color), and 33 color side views. To quote the review: "This over-sized book covers the South African Air Force in action from combat over East Africa in 1940 through rescue operations in the mid-190s. The book comprises little actual chapter-like text, but mainly tells the story through photos and very descriptive captions, in some cases the captions may be quarter page or longer!" The book is available from Chris van Rensburg Publications, PO Box 29159, Melville 2109, South Africa.

(2) **South African Colours and Markings** by van Schalkwyk and Marshall is a new series of soft-cover volumes covering South African military equipment. Volume 1 has 40 pages covering: SAAF Hurricanes with 12 photos and 29 color drawings; SAAF Mirage F1AZ with 15 photos and 19 color drawings; and the Ratel Infantry Combat Vehicle with 10 photos and 17 color drawings. Volume 2 is enlarged to 48 pages and covers: SAAF Tomahawks and Kittyhawks in North Africa with 31 photos and 44 color drawings; SAAF Vampires with 17 photos and 22 color drawings; South African Reconnaissance Cars (Marmon-Herringtons) with 19 photos and 18 color drawings; Uniforms: Orange free State Artillery 1899/1902 with 6 color drawing. These books can be obtained from: Michigan Discount Models, 36623 7 Mile Road, Livonia, MI 48152, USA. www.discountmodels.com.

Tom also included a photo copy of an article from the **Journal of Military Ordnance** on "Brazilian Supersonic Jets" (unknown issue, but obvious the current one). This 6-page article begins with a short review of the Brazilian Air Force's fighter aircraft from WWII to the introduction of supersonic jets. Then the history of the Brazilian Dassault Mirage IIIs and Northrop F-5E/F is presented in great detail. The excellent text is complemented by 13 photos of Mirages and F-5s. While it is difficult to judge the quality of the photos from a photo copy, they appear to be reproduced to the highest quality, and if the captions are any indication, they are in

color.

The **Journal of Military Ordnance** is a magazine that is worth watching. It is available from: Darlington Productions, PO Box 5884, Darlington, MD 21034, USA. A 6-issue subscription costs \$24.00 in the US.

I have recently received the latest issue of the Finnish magazine, **Suomen Ilmailuhistoriallinen Lethi** (The Finnish Aviation Historical Magazine) issue 4/2000. I must remind you that I do not read Finnish, but the magazine comes with a condensed English summary which I found very helpful. Of course, the photographs and drawings need no translation. Their editorial office is: InScale 72 production, Makelankatu 5 B 10, 00550 Helsinki, Finland. I relied on the very useful English translation which comes with the magazine.

"This issue starts with an interesting cover picture of the 'Saaski' (Mosquito), an attractive Finnish-designed biplane of 1928. This airplane is further described in four pages of text which is illustrated with five photos. This was the first airplane to be designed and put into production in Finland. In 1927, the factory completed the production of some licensed designs and there was no additional work for the people on the horizon. Thus, some of the key personnel of the Air Corps Aircraft Factory, along with a staff of about ten people, went to work to design and produce an indigenous trainer on their own time. The article goes into the difficulties of trying to keep a staff together during some difficult times, and in addition to keep their people up to date on rapidly evolving aviation technology. The Air Corps Staff wanted to procure the British DeHavilland Moth for the light trainer role, but the staff of the Aircraft Factory resisted this choice, feeling that the harsh Finnish operating conditions required a more rugged design. The intra government fighting over this project was fierce, and eventually both the Moth and the Saaski were put into production, in the same factory. But, due to the difficult financial conditions of the day, coupled with a failing cash flow, forced the factory into bankruptcy. In all, only two Saaski and five Moths were produced. The Saaski was the last Finnish designed and produced airplane, until the Valmet Redigo trainer came out some twenty years ago.

This issue continues with a further six page article on the development and testing of the retractable landing gear system for the Fokker XXI. This is illustrated with six pictures and an excellent five-view drawing. Next there are two pages of detailed sketches of the propeller markings and insignia used by the Valmet factory between 1923 and 1963. Finnish wartime photo recon fighters are covered in the next five pages. I was surprised to see that their Messerschmitt Bf 109Gs were very valuable in this task, so much so, that some were dedicated to this task. Six photographs show the various fighters involved, as well as some detailed photos of the camera installation on their Fokker XXIs. There is also an operational record of wartime service of the Heinkel He 115 twin engined float plane which escaped from Norway and was used by the Finns in 1941.

Gus Morfis (SAFCH #3), 4709 Green Meadows Ave., Torrance CA 90505-5507, USA. email: cmorfis@aol.com

Aviation World, #2 1999. Back to the 1920's with the 'Nasha Strikhiya' (Our Elements) White Guard aviator's magazine. Aces of the world: A.I. Pushkin - bomber pilot who fought the Japanese, Finns, Poles, and Germans. Birth of Ilyushin's Stormovik (Part 1): Searching for conception. The blackest week for Superfortress in Korea: MiGs kicked B-29s out of the daylight. 707 in uniform: The Boeing C/KC-135 family (Part 2). The story of recon squadron in the Afghan war. Color schemes and nose-arts on helicopters in the Chechen war. Supplementary sheet with drawings: KC-135.

52 pages; 54 photos (10 in color) Mi-6/8/24/26 & AN-72P in Chechnya; 17 color & 3 b/w side-view drawings.

Aviation & Time #2 1999. NATO-Yugoslavia: War in the air. TU-334. TU-126. Goliath F.62 in the Red Army. MiG-23 fighters in Lebanese War. Mi-6 over the sea. Gripen and its competitors (Part 2): Rafale. Panorama. Missions of Black Sea Fleet AF at the mouth of the Danube in summer 1941. Slovakian aviation at the Eastern Front 1941. Slovakian fighters at the Eastern Front 1942-1943. Supplement: drawings of TU-114 & TU-126.

40 pages; 85 photos (3 in color) Mi-24, U-334, Rafale B; 3 pages of drawings: Farman F.62

Goliath; 4 color side-view drawings E-2C, F-16A, F-15C (Israel AF), MiG-23MF (Syrian AF). *Aviation & Time* #3 1999. Panorama. War in Yugoslavia. IL-38. Vladimir Lavrinenkov - USSR 1941-1945. Gripen and its competitors (Part 3): F-16 Fighting Falcon. TU-114. Pages of Afghan diary. Gloster Gladiator. Half a century before "Desert storm". Supplement: drawings of IL-38. 40 page. 84 photos (4 in color) IL-38, F-16C Block 52; 3 pages of drawings: F-16C Block 52, Gladiator; 5 color side-view drawings: Gladiator, Hawker Audax (RAF), Hawker Nis, Breda Ba.65, Bf 110D-3 (Iraq AF).

Aviation & Time #4 1999. MiG-17 Fresco. War in the country of grapes: Moldova. Gripen and its competitors (Part IV): F-16 Fighting Falcon. British helicopters in the Falklands War. Slovakian aviation at the secondary directions (1942-45). Bedi Boeing P-26. 48 pages. 108 photos; 7 pages drawings: MiG-17, P-26; 11 color side-view drawings: P-26, MiG-17 (Poland, Egypt, North Vietnam, Somalia, and China).

Aviation & Time #5 1999. Aviation industry of Ukraine in the 21st century. Panorama. Lisunov's 'Douglas'. MAKs'99: Reflections after the exhibition. TU-114. Gripen and its competitors (Part V): Eurofighter. Iranian episode. Hawker Fury. Supplement: drawings of Li-2 & modifications. 44 pages. 92 photos (6 in color): An-140, Be-200, Li-2, MiG-21-93, S-37 'Berkut', Eurofighter; 6 pages of drawings: Li-2, Eurofighter, Hawker Fury; 13 color side-view drawings: Li-2, Hawker Fury.

Aviation & Time #3 2000. Expedition 'Ukraine-North Pole 2000'. Panorama. I-2. At south frontiers of the 'cold war'. Astride a bouncing. Military aviation at the beginning of the 21st century. Duty-air traffic control. AN-70 and A400M: rivalry is continuing. Donovan Berlin's 'Hawks'. African

'Sunrise'. Name from list of forgotten heros. 52 pages. 84 photos; 13 color side-view drawings: MiG-19, MiG-23M (USSR), MiG-25PD (Turkmenistan), CH-47C (Iran), Curtiss Hawk-75A-1, D-520 (France), Blackburn Skua, Fairey Swordfish (RN), MiG-3, Hurricane Mk.IIb, Jak-1, P-39D-2 (USSR).

Aviation & Time #4 2000. Beriev Be-10. Military aviation at the beginning of the 21st century. Chronicle of hard-flight accidents. Donovan Berlin's 'Hawks'. 'Hawk' abundance for modellers. A-4 Skyhawk in Falkland war. Supplementary sheet with drawings: Be-10. 52 pages. 97 photos (11 in color); 11 color side-view drawings: Hawk-75A-3 (Vichy), P-40K/F/M/N, A-4Q/C/P, MB-339, T-34C-1). Arnis Draugs (SAFCH #1229), Sarkandaugavas 26-4-250, Riga LV-1005, Latvia. e-mail arnis@rim-boeks.lv

Revi. Dvounesicnik o letadlech a letcich". A magazine from the Czech republic that is available from Squadron Mail Order (1115 Crowley Dr., Carrollton, TX 75011-5010, USA) for \$9.98 each. [Ed: I received several recent issues of this excellent magazine from a Czech member as payment for his subscription. Since these are available from the SAFCH Sales Service, I'd like to give a short summary of their contents.] Each issue of Revi consists of 48 A4-size pages printed on high-quality paper saddled-stapled between sturdy covers. The text is in Czech, but there are many well-reproduced b&w photos and 4 pages of color photos and excellent color drawings. The photos and drawings are captioned in both Czech and English. Besides articles on current and historic aviation, there is a large section of kit reviews. #27 "Lockheed Electra" 4 pages including 3 photos and a color 3-view drawing of Spanish Electra.

"Avia B-534 a Bk-534 ve sluzbach Luftwaffe" 5 pages on B-534 in Luftwaffe service including 11 photos, 3 color side-view drawings, and a table of serials. Other articles include flying a MiG-29; Rudolf HOLEKA 1883-1946; Photo Album 14-18; Westland Lysander; and color photos of Japanese WWII relics, Bf 109F4 W.Nr. 10132, USNA-4s, etc. #28 "Hanriot HD.1 aneb Esa 76^a Squadriglia" 5 pages including 3 photos and 3 color side-view drawings of Italian HD.1. "Sip, ktery dela Fiuu" 4 pages including 2 photos and 3 color side-view drawings of Finnish Fiat G.50. "Posledni let S.2+07" 5 pages including 9 photos and color 3-view drawings of the Hungarian Ju 52 shot down by Slovak Avia B.534. Other articles include Czech helicopters in Bosnia (with color photos), USAAF P-38s; and color side-view drawings of P-38 and Bf 109.

#29 "Sip, ktery dela Fiuu" 6 pages including 5 photos, a 5-view scale drawing, and 3 color side-view drawings of Finnish Fiat G.50. Other articles include Czech helicopters in Bosnia (with color photos), Siemens-Schuckert SSW D.III, Davis Monahan, Heinz Bar, and color side-view drawings of Bf 109, Fw 190, Hawker Typhoon, Ju 52, & F-84E.

#30 "Avia B-71 ve sluzbach Luftwaffe" 6 pages including 17 b&w and 3 color photos. "As Ha'Asim - Mirage IIIC '59" 8 pages including 4 b&w & 6 color photos, a 2-page multi-view scale drawing, and 2 color side-view drawings of Israeli Mirage III. "Oliva Emil Kalervo Tuminen" 6 pages on Finnish ace including 8 photos and 6 color side-view drawings (G.50, Gladiator, Lysander, & Hawk 75). Other articles include Ki-100, Major Ondrej Dumbala, and color side-view drawings of Pfalz E.IV, Fokker D.II, Ki-100, P-47, P-40, & Bf 109.

French Pilots in the Balkan Wars. Continued from page 16

"Miller, in Moscow. Airplanes, 28". There were also five biplanes, bought from a Russian company for 250,000 golden Francs. These were "dreadful copies of the latest type of Farman". The other aircraft, German Albatrosses and British Bristol, were not in any better condition.

On 13 November, the French mercenaries carried out their first mission over Andrinople. They flew over at 1100 meters, and were greeted by anti-aircraft fire from Turkish batteries. "Our other flights were identical to the precedent, very simple direction: the Maritza River and the city, and always the benevolent greeting from Krupp guns. It is a noise which cannot be forgotten easily."

Paillard did not have any confidence in the Bulgarians living up to their part of the contract. At the end of one month, he asked for payment of his wages. After many difficulties, he obtained his money and decided to return to France. He stated that in Bulgaria there were "not very sociable German, Russian, and Italian gentlemen, who although still needing to learn how to take off, knew how to tear out the wire of the revolution counter of the French aircraft".

French Aviators in Serbia

Emile Vedrines, brother of the winner of the Gordon Bennett Cup, offered his services to Serbia. Together with several other French aviator, including Reals and Godfroy, he obtained two 80-hp Deperdussin two-seater monoplanes;

three 80-hp Henry Farman biplanes; and two 70-hp and one 50-hp Bleriot. It took sixty days for this equipment to reach Serbia. The Frenchmen and their crates went to Montenegro via Italy, where they vainly sought a place to assemble the planes. They finally found it necessary to go back to Italy and then sail from Bari to Greece. The Serbian officers and mechanics accompanying the mission embarked for Salonika which had recently fallen into the Allies hands. Emile Vedrines and his fellow aviators went to Belgrade by way of Ancone and Fiume. From there they were sent to Uskub, very close to the battle lines, where they found a Farman of Russian construction. They made flights over the Turkish positions to train three Serbian pilots and took part in the training of twenty officers and NCOs, who would later form the core of Serbian aviation. Ten days after their arrival at Uskub, Vedrines was called to Belgrade to examine a Turkish plane that had fallen into Serbian hands. This plane was an undamaged 70-hp Deperdussin which Vedrines immediately had painted in Serbian markings.

At the end of their contract, the Frenchmen went home: "We will almost leave with regret this country where all people are charming without exception, which one does not meet everywhere, especially when we take part in exhibitions in some French areas."

Sources: Jean Watelet's article "Le ciel est a prendre" in *l'Histoire* #?

Christian Hotte (SAFCH #902), 6 impasse Santos Dumont, F-44470 Carquefou, France.

nose, so the modeler will need to fill these in with either a liquid product or carefully cut clear plastic sheet.

The instruction sheet consist of a diagram of the parts layout, exploded views of the construction steps, and two-view marking and painting guide - brief, but adequate. The marking and painting guide is complemented by the excellent color painting on the box top. The decals provide the black Bulgarian crosses and one white and two black '8's. The color painting shows an aircraft in a camouflage scheme of dark green over light blue, with yellow engine cowlings and wing tips, and the rudder in Bulgarian white/green/red horizontal stripes. (The instructions are unclear about the placement of the codes: The drawing shows a white '8' on the port side of the fuselage and a black '8' on the lower surface of the starboard wing. The painting shows a white '8' on the starboard side of the fuselage and no '8' on the lower surface of the starboard wing.)

The kit comes in a reinforced box with the parts protected in plastic pouches.

LF Models kit of the Ka-309 Papagal is an outstanding example of the art of kit making and is highly recommended to anyone wishing to add a very exotic model to a collection of aircraft of the small air forces.

[Ed: The LF Models Ka-309 Papagal is available from Joe's Models, 19 Valley View Rd., Verona, NJ 07044, USA. The price is \$38.00 including postage, but SAFCH member Joe Francesco says "These prices are not written in stone! I am open to bargaining so feel free to haggle. Exchange is also a possibility, I am especially interested in pre-1960's aviation and modeling magazines as well as foreign language books, mags, and plans." Other 1/72-scale LF Models that Joe carries of potential interest to SAFO readers include the IAR 80A, IAR 81C, IAR 81DC, Re.2005, SAI 207, Fiat G.56, Lombardi AR, and Kellet YO-60. Joe also carries 1/48-scale LF Models kits and Kora Models kits.]

Caproni Ca.111. 1/72-scale vacuform kit with injection-molded parts. Broplan MS-76. Janusz Brozek, ul. Pilotow 10G/33, 80-460 Gdansk, Poland.

While most SAFO readers are familiar with the three-engine Caproni Ca.133, the similar-appearing single-engine Ca.111 is probably less well known. The Ca.111 saw considerable service with Italian Air Force in Ethiopia and, in its floatplane version, was used by the Peruvian Air Force. Now, Broplan continues its predilection for the unusual with a 1/72-scale vacuform kit of this ungainly, but strangely attractive, aircraft.

The Broplan kit comes on three sheets (22 cm by 12 cm) of medium-thickness white styrene plastic,

two sprues of injection-molded parts, and vacuformed clear parts. The molding of the vacuform sheets is crisp with delicate surface detail, although some modelers may think the wing-rib detail a little overdone - but nothing a few passes of sandpaper wont cure. The quality of the injection-molded parts has steadily improved since Broplan first introduced them to their kits. These parts are now nicely molded in a light-grey plastic with good surface detail and only a little flash, mostly on some of the smaller parts. The cockpit interior is minimal with floorboard, rear bulkhead, two seats, two control columns, and an instrument panel devoid of detail. There is no internal detail in the cargo compartment, but I doubt if any would be visible on the completed model. Construction is straight forward. Much appreciated is the inclusion of a wing spar to insure the correct dihedral and a solid fit of the wings to the fuselage. The unusual circular radiator is well represented and the propeller is particularly well done. The clear parts include the cockpit canopy, the fuselage windows, and partial transparency around the dorsal gun position. The machine gun is not too bad, but can be safely left off.

The most difficult part of the building this model will be the complicated wing struts and landing gear assembly. The engineering here is not particularly well thought out, but probably the best that could be done given the limitation of the molding machine. In any case, we are supposed to be modelers, are we not!

The instruction sheet, gives the usual drawings of the parts layout and an exploded drawing of the construction process. A nice set of 3-view drawings shows the color scheme for a Ca.11 of the 66 Squadriglia, 31 Gruppo. Regia Aeronautica, at Ir-galem, Ethiopia(?) in 1936. The aircraft is finished in overall ivory (FS33613) with thin red stripes on the upper surface of the wing. The rudder and the entire horizontal tail surface is striped in Italian green/white/red. No wing insignia are carried. The House of Savoy crest is carried on the white portion of the rudder and the Fascisti fasces on the forward part of the fuselage. Black fuselage code numbers '66-4' complete the markings. There are no decals with the kit.

The book "Aeroplani Caproni 1910-1983" has several photo of Ca.111 including one in Chinese markings, but remarks that these aircraft were never delivered.

The Broplan Ca.111 is another fine vacuform kit from this prolific company, one that will build up into a model that will grace any collection.

[Ed: If you're thinking of buying this kit to convert it into a Peruvian floatplane, remember that besides finding (or scratch building) floats of the proper size and shape, the engine cowling needs to be extensively modified.]

ASJA J6A Jaktfalk Two 1/72-scale, injection-molded kits by Kora (Czech Republic) and Daedalus (Sweden).

Only eighteen Jaktfalk were built in Sweden between 1929 and 1933. However, it is an important type in the development of the Swedish aero industry. Four of these machines flew in the marking of countries other than Sweden: one (with Townsend ring) in Norway and three in Finland.

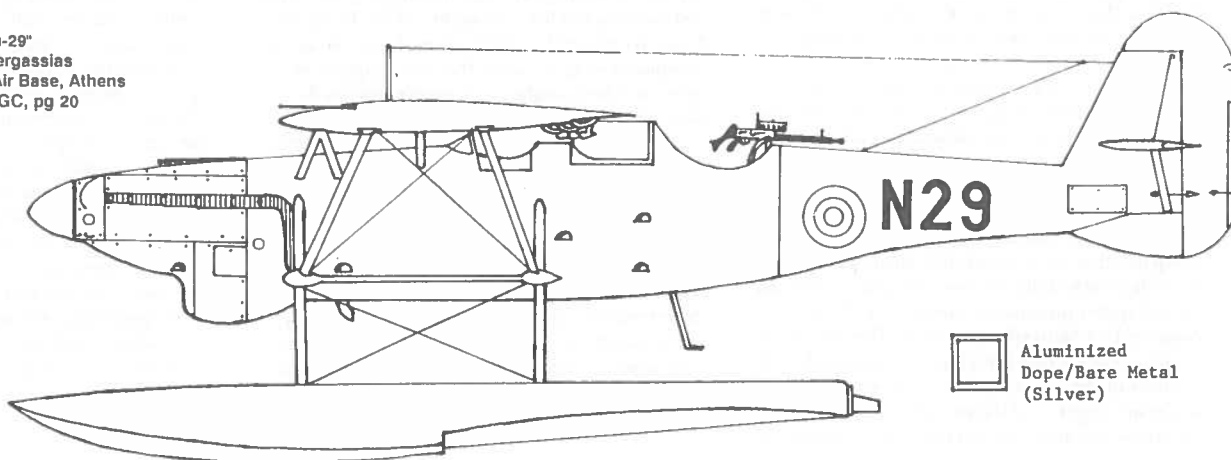
It's unusual to be able to review two kits in one go, but the contents of these two kits are virtually identical. The high-quality resin main parts differ only in that the Daedalus offering provides additional parts (a fuselage top and tailplane) for building a J6A. The Kora kit includes a photo-etched sheet, mainly for the interior structure, and a piece of film for the instrument panel. Both kits lack wing struts - I suppose metal Strutz (available from Aeroclub) would be best here. The Czech kit's instructions are quite short and not sufficient for locating the cockpit parts; good drawings of these can be found in it's rival, which, however, lacks any construction plans! For identifying the parts, there is only the three-view drawings, which are insufficient, e.g. the air-outlet covers on the fuselage.

Compared to Björn Karlström's drawings in Flygplansritningar 2, both kits are correct, except for the gun troughs, which are shown as long for the A and B versions, whereas both kits give the short troughs for the earlier version. Kora offers different subversions as different kits, and my example was for the Finnish J6B, so markings (correct and well-printed) for the JF-228 were included. In the Daedalus kit, you get a comprehensive decal sheet for building virtually any Jaktfalk, even J6s, although, in this case, some conversion work will be needed. And, because of "political correctness", no Finnish swastikas are included.

In summary, both kits are equally useful, and both are available from Hannants in England, but, interestingly enough, the Swedish kit is less expensive. Nils Theichel (SAFCH #1467), Grosser Platz 4, 27432 Bremervoerde, Germany.

All Scale Models, 757 Emory St., #106, Imperial Beach, CA 91932, USA. SAFCH Member Ron Ferreyra has an 11-page list of models and decals for sale, mostly out-of-production stuff. However, the list contains a page illustrating "Future Releases for Coming Years". There's no mention of scale or method of production, but the kits are all of off-beat subjects. Of interest to SAFO readers will be the IA.35 Huanquero, IAE.33 Pulqui II, IA 58A Pucara, Nardi F.N.315, & Caproni Corsaro.

Dornier Do.22Kg "Nu-29"
12.Mira Nafikis Synergassias
Scaramanga Naval Air Base, Athens
Source: photo, AWYGC, pg 20



MiG-23M/ML/MLA/MLD and P Fighters, 1/72-scale decals. Linden Hills Decals LHD 72002. Linden Hill Ltd., PO Box 543, Crugers, NY 10521 USA. www.lindenhillimports.com

This is one of the most well-researched and documented decal sheets that I have ever had the privilege to review. The decals consists of a 14 cm by 20 cm sheet with code numbers, squadron insignia, mission markings, and individual markings for 14 aircraft and national insignia and stencilling for two aircraft. The printing is so sharp that the smallest detail is clear, the registration on spot on, and the colors are dense with no bleed through - a perfect decal sheet.

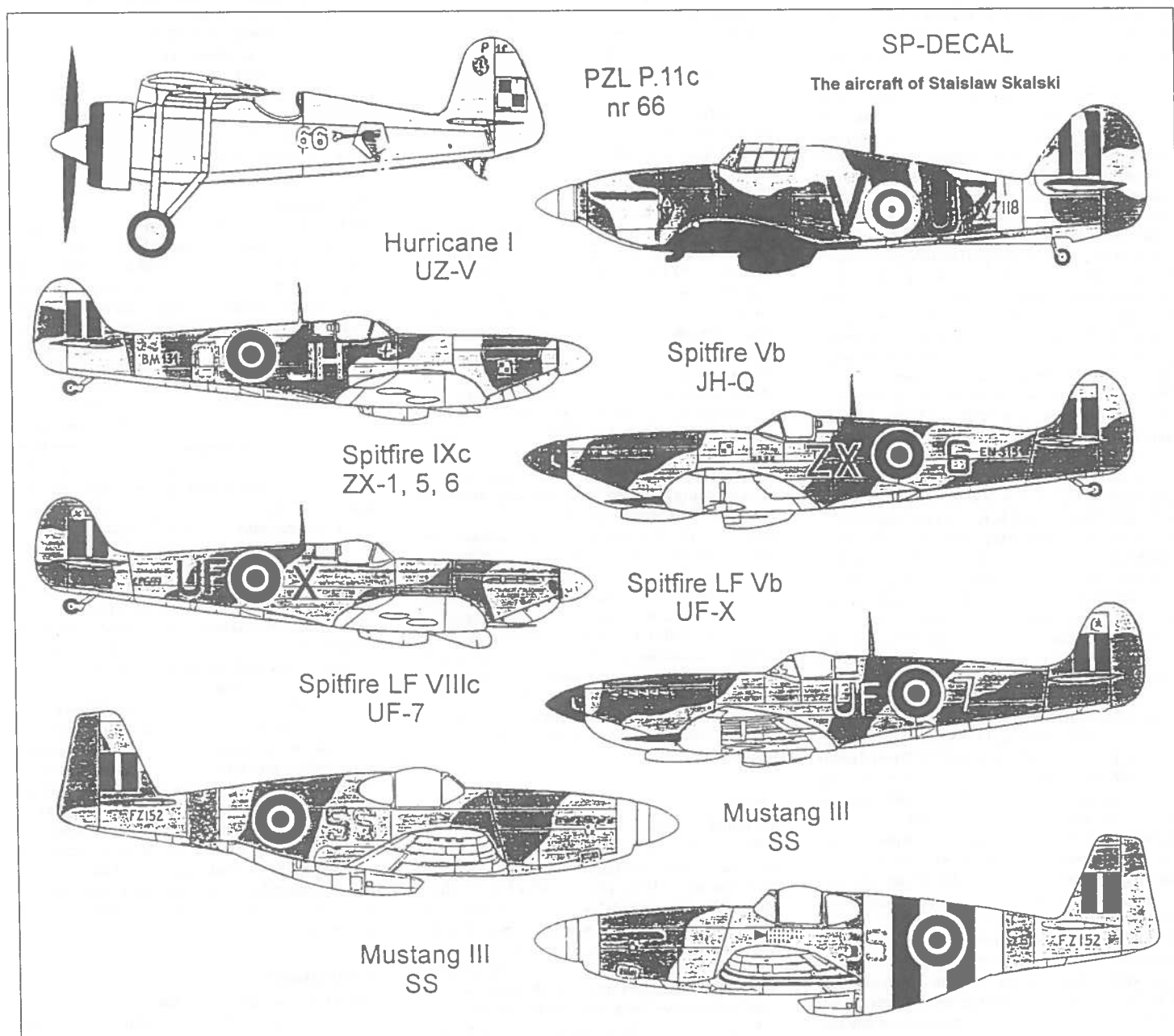
The eight-page instructions provide color side-view drawings of each aircraft, a short written text describing the location and time the aircraft carried the markings and information about special markings and colors. A full page of side, top and bottom views illustrate the differences among the various variants. The final page in the instructions gives the FS595 equivalents for the 'Standard' and 'Desert'

color schemes; colors of interior and external details common to all aircraft, recommended kits (Zvezda/Italeri for ML/MLD/MLA/P and Zvezda for M/MF); and MiG-23 accessories available from Linden Hill Imports. Missing from the instructions is any information on placement of the stencilling; However, it does recommend the Czech +4 book on the MiG-23 as an excellent source for this information.

The aircraft that can be made from these decals are: (1) MiG-23ML, '47', 979th IAP, Schuchin AB, Belorussian SSR, 1986. (2) MiG-23MLD 'Red 48', 190th IAP, Kanatovo AB, Ukrainian SSR, 1986. (3) MiG23MLD 'Red 26', 168th IAP, Staro Konstantinov AB, Ukrainian SSR, 1987. (4) MiG-23MLD '55', 979th IAP detachment deployed to Kandahar AB, Afghanistan. (5) MiG-23MLD 'White 32', 120th IAP, Domna AB, Trans-Baikal MD, Russian SSR. (6) MiG-23MLD 'White 57', 120th IAP, Domna AB, Trans-Baikal MD, Russian SSR. (7) MiG-23MLD 'White 64', 120th IAP, Domna AB, Trans-Baikal MD Russian SSR. (8) MiG-23MLD

'30', 301th IAP, Tenth Point AB, Khabarovsk, Far Eastern MD, Russian SSR. (9) MiG-23MLD 'Red 01', VVS detachment to Cam Ranh Bay AB, SR Vietnam, 1988. (10) MiG-23ML '23', Minsk Aviation College, Belarus, 1995. (This is the only non-Soviet/Russian a/c, but the Belarus national insignia remains the red-star.) (11) MiG-23M 'Yellow 49', 787th IAP, Eberswalde-Finow AB, Brandenburg, East Germany. (This is the non-camouflaged a/c.) (12) MiG-23M '36', 33rd IAP(?), Wittstock AB, Brandenburg, East Germany. Took part in West 81 Warsaw Pact Exercise. (13) MiG-23P 'Blue 41', 415th IAP, Tunoshna AB (Yaroslavl), Moscow Air Defence Region, Russian Federation, 1992. (14) MiG-23P 'Red 01', 28th GvIAP, Andreapol AB (Tver), Moscow Air Defence Region, Russian Federation, 1992.

If your looking for some well-documented markings to apply to your model of a Soviet/Russian MiG-23, this sheet is highly recommended.



News from Poland

Wojciech Butrycz

Kits

Choroszy Modelbud. This company seems never to run out of ideas for new kits, especially those for Japan and Poland. This time they have satisfied Polish aviation buffs who bemoan the lack of Polish designed and constructed aircraft in kit form. The recent 1/72-scale superb resin releases from this firm are: CWL WZ-X with Lorraine-Dietrich V-type engine and CWL WZ-X with Jupiter radial engine (cat. nos. A23 and A24 respectively), PZL L-2 liaison aircraft (cat. no. A25), and on top of these Polish constructions there is the huge French flyingboat Latham 43HB3 (cat. no. E02). All the above kits are fully described and supported with a historical background in the latest issues of mini-replika. (At this moment, the Choroszy catalogue lists over 50 kits.) The quality of these kits is excellent with all cockpit details, realistic fabric covering effect, and quality decals. I've had the pleasure of praising this company on several previous occasions, so this time let me just cite Ray Rimell of Albatros Productions Ltd., publisher of renowned Windsock Int. magazine and other WWI publications, who describes the Choroszy Friedrichshafen G IIIa with these words: "Without a doubt this is one of the most ambitious WWI resin I've yet seen and, in my humble opinion, it's also one of the very best. (Windsock Int. Vol. 16, No.3, May/June 2000). As far as the "most ambitious" term is concerned, the FF GIII (article on building of which readers can find in Windsock Int Vol.16, No.4 July/August 2000) is exceeded by the Latham kit which contains no less than 170 numbered parts which include boat's transport vehicle plus some 18 for the tractor! If Jim manages to reproduce parts from extensive instruction sheets, you will see what I mean! Coming soon from Choroszy are the Lublin R-VIII series; 4 kits for Lorraine-Dietrich powered wheels and floats versions and Hispano-Suiza powered wheels and floats samples, WWI SVA 5, 9, 10 series which will also be of interest to WWI Italian military aircraft modelers. I do not dare to mention long term projects; these look too wonderful to be the truth! All in due time.

There is a term among modelers in Poland describing Krakow as "Resin Valley" since there are several firms operating here and producing quality resin models, not only aircraft (Choroszy, Modelkrak/Jadar), but AFV and figures (Mars, Amro), ships (Modelkrak). Recently another producer joined the team under the Ardpol banner and their first products are: 72001 JD-2 a tiny Polish homebuilt a/c from 1925 (this was first design of Jerzy Drzewiecki who later became famous for his RWD designs); 72003 Bartel BM-4b; 72-004 Bartel BM-4b; 72005 Bartel BM-4a (a series of military trainers of 1920's utilized by the famous training center in Deblin) all in 1/72 scale; and two gliders in 1/48 scale: 48001 SZD-51 Junior and 48002 IS-2 Mucha (Fly) followed by two versions of Jantar glider which immediately became popular among gliding fraternity. All kits are in the typical "Resin Valley" high quality, and the packaging, instructions, decals are similar to Choroszy kits. Again, highly recommended if you are into Polish constructions... or like exotics. I can't wait for their next release PWS-33 Wyzel.

HitKit has released another two 1/72 scale models important to the history of the Polish military aviation and these are the French Schreck FBA 17IIMT-2 amphibious aircraft and Schreck FBA 17IIE-2 flying boat. The difference is merely the

lack of undercarriage for HE2 version (in fact there were a few more less visible differences such as different propellers and windshields), but the kits also differ in color schemes. The HMT-2 kit contains decals for 7 Polish Navy machines and 1 Chinese Air Force a/c, while HE-2 has decals for some 7 colorful French schemes and 4 Polish Navy schemes. The kits are short-run type with all the typical drawbacks: lot of sanding, thinning down, filling, cleaning, polishing and substituting struts, and details to improve crude parts, but once these time consuming jobs are finished, one can achieve a good replica of an interesting aircraft. To support the plastic parts there is a high-quality Eduard photoetched set which contains all cockpit details, engine radiator mesh, some struts and external details and excellent windshield frame for which acetate windows are provided as well as gauges faces for instrument panel superbly executed on metal fret. = This time all this is packed in smaller but still colorful, glossy and eyes catching boxes and including also color schemes and instruction steps printed on separate sheets. Certainly, not for beginners, but a must for all serious Polish aviation modelers in that scale as well as for naval aircraft collectors.

Also HitKit has released the long-awaited Polish-related version of the LVG CV kit which includes decals for no less than 8 Polish a/c and 3 Latvian and one RFC capture machines.

I usually do not inform you of models produced outside Poland, even if they do depict Polish related subject, but this time I will make exception since the Ukrainian company AModel has released a kit of the PZL 104 Wilga 35A in 1/72 scale. If my memory serves me well, this is the first release of a kit of a Polish designed aircraft by any other than a Polish firm since Heller released their PZL P-23 Karas in the early 1970's! The A-Model kit of the Wilga is a good-quality short-run type in white plastic and consists of some 40 parts, including 4 or 5 in transparent plastic. Comparison of the kit with drawings reduced to 1/72 scale reveals no major faults which is a good information since the model is pretty complicated in contours with plenty of strengthening corrugation on fuselage and flying surfaces. Also, details are executed well and the very good news is that PART has released two photoetched detail sets for this type (more on these *underAccessories). Good-quality decals are provided for seven machines: military Polish, Egyptian, and Soviet air forces; and civilian-registered Ukrainian, Polish, Czech, and Canadian machines (some of these are pretty colorful). With a little extra work which accompanies all short-run kits and the addition of PART details, an excellent small replica of an unusual type can be achieved. Again, a must for Polish aviation fans, but this time not only for them!

Decals.

Techmod has released several decal sheets in both 1/72 and 1/48 scale for aircraft of Polish Squadrons in Great Britain during WWII. These decals include one set for Bristol Beaufighter Mk. VI; three sets for Mustang Mk.III with plenty of individual aces aircraft and Polish squadron markings for pilots such as Zumbach, Gabszewicz, Horbaczewski, Nowierski, Rolski, etc.; one set for Spitfires Mk.IX from "Skalski Circus" in Africa in 1943; and a set for Spitfires Vb of 302, 308 Sqdns and, again, 145 Squadron in Africa. All sets include stencils

and appropriate bands and the quality of all is very good. Some of the above Mustang decals are also available in 1/32 scale.

SP-Decal is continuing releasing decals of Polish aircraft and the latest are for: B. Beaufighter Mk.II and VI (five schemes), Mosquito Mk.II, VI, XII, XXX (six schemes) in both 1/72 and 1/48 scales. These are followed by smaller sheets for Polish Spads VII and XIII of 1918-22 era and a very interesting "civilized" sheet for Polish national airline LOT Lockheed Electra and Cessna Bobcat to celebrate 70th Anniversary of LOT airlines. Their most recent decal sheet released in both 1/72 and 1/48 scale covers Polish ace Stanislaw Skalski's aircraft starting from his PZL P-11c through his Hurricane, Spitfires Mk.V, Mk.VI, & Ixc up to his Mustangs III. Altogether, there are decals for 8 color schemes and the quality is very good in terms of research and printing.

New to the market are decals released by the Polish modelling magazine Model Redukcyjny. This time we have one each sheet for 1/72 and 1/48 scales covering 7 Mosquitos FB.VI of 305 (Polish) Squadron RAF in 1944-45 as per article published in this magazine's issue 3/99. The quarter-scale version include only 4 schemes, but is marked as Part 1. There is a lot of stencils included on each sheet and the quality is very good again. The research is absolutely top notch.

Accessories

PART has yet again came with help for super detailers to enable the to build A-Model's PZL 104 Wilga 35A with the sets S72128 and S72140. The former covers full cockpit interior, doors with glazing, external details like steps, corrugated panels, engine louvres, wheel hubs and even tailplane and wings tips. The latter is devoted to reskinning the flying surfaces of the model if one does not like the idea of sanding and cleaning all these areas of short-run type model. The detailing of the metal covering is excellent! For Intech's Mi-2 helicopter kits, three sets of photoetched parts have been released: S72112 includes more than 150 part for full interior, doors with glazing, and external details. S72113 includes details for both land and sea rescue machines, while S72114 includes details to improve weaponry for armed URN, URP and URP-G versions. All these sets are highly recommended. Other interesting PART work includes excellent sets for all those Toko (Roden) WWI types such as the Fokker EV/DVIII (S72138) which includes full internal fuselage construction and cockpit details such as gauges, seat, stick, engine details, spoked wheels, and more.

Intech itself has released under the Intpack label hi-tech versions of their Mi-2 kits (already reviewed in my previous article). These include photoetched sets with film for glazing and instruments and detailed instruction. Again interior details, doors, window frames, some external details such as louvres, and steps are included to improve on the plastic kit. Worth of mentioning is the comprehensive instruction sheet showing also b/w photographs of the real thing, and the fact model is not much more expensive than the standard version.

Publications

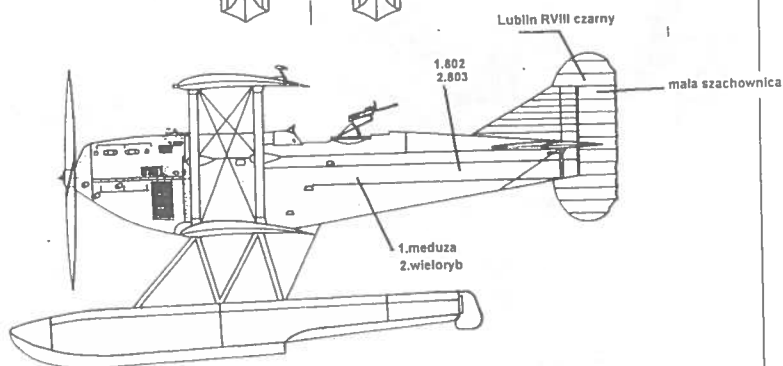
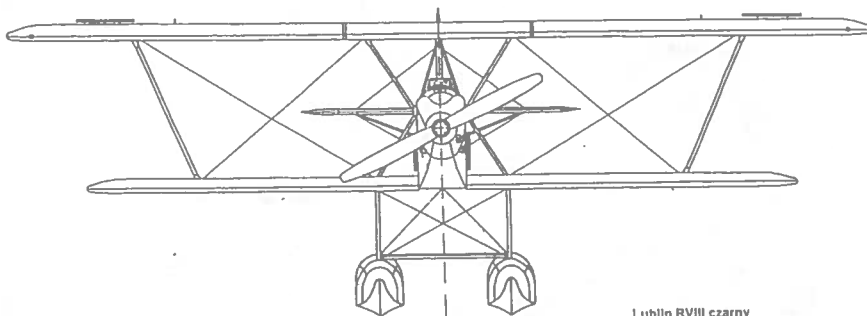
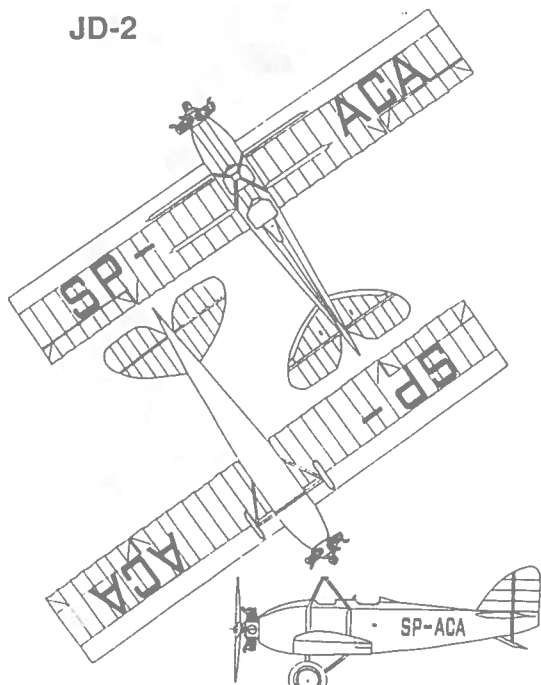
Those who have purchased Shiffer two volumes of Polish Air Force At War 1939-45, by Jerzy B. Cynk,

will be interested to learn that the same author has written a book on **Polish Fighter Units in the September 1939 Campaign**. This book has been published in Poland by AJ Press. There are 472 pages on highest-quality glossy paper, hard bound, with the text in the Polish language. The book

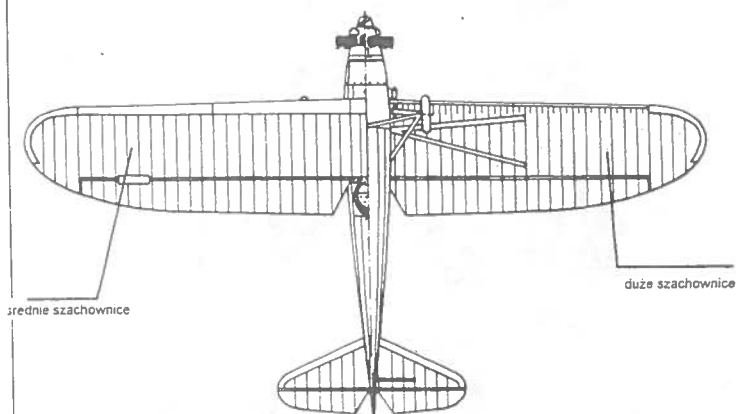
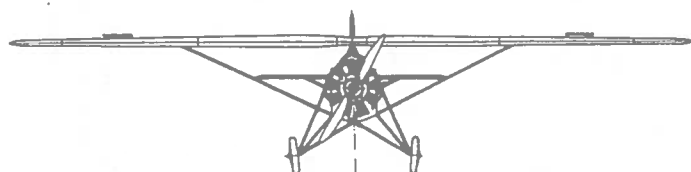
includes over 200 black and white photographs, 15 pages of color artwork, 42 tables, and masses of maps, statistics, etc. The book was divided into two main sections: "Preparation for War and Development of Polish and German Aviation" and "Air Combat". Obviously a bible for Polish Air Force

enthusiasts and WWII-in-the-Air historians. Wojciech Butrycz (SAFO #981), ul. Aleksandry 25 m. 167, 30-837 Krakow, Poland.

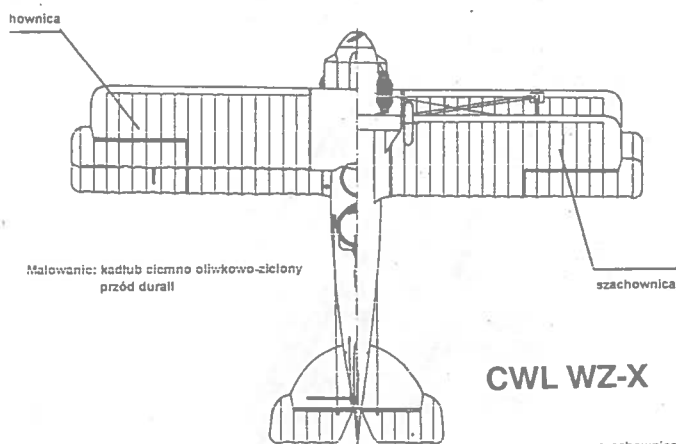
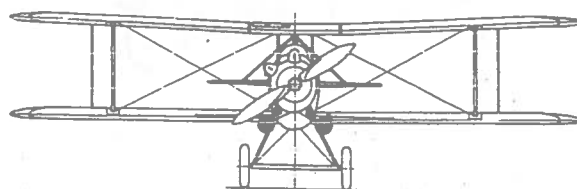
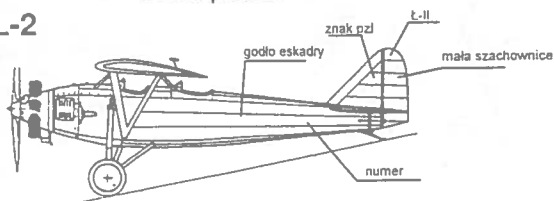
JD-2



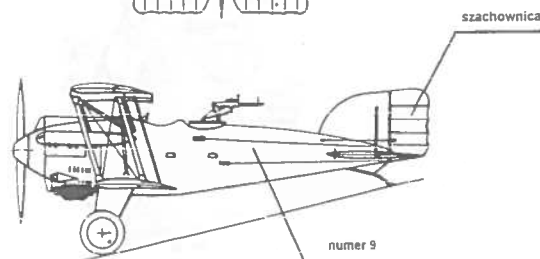
Lublin R-VIII

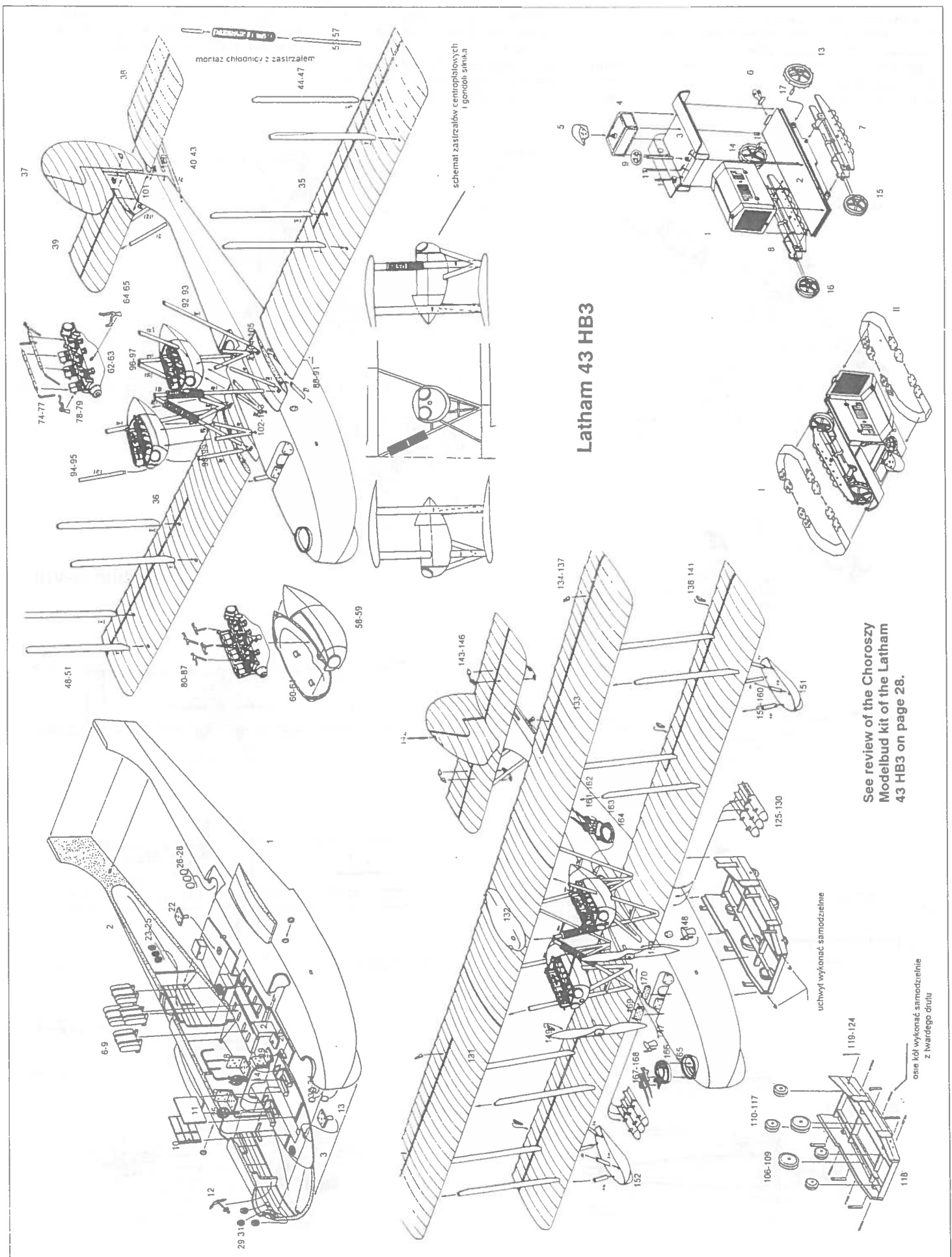


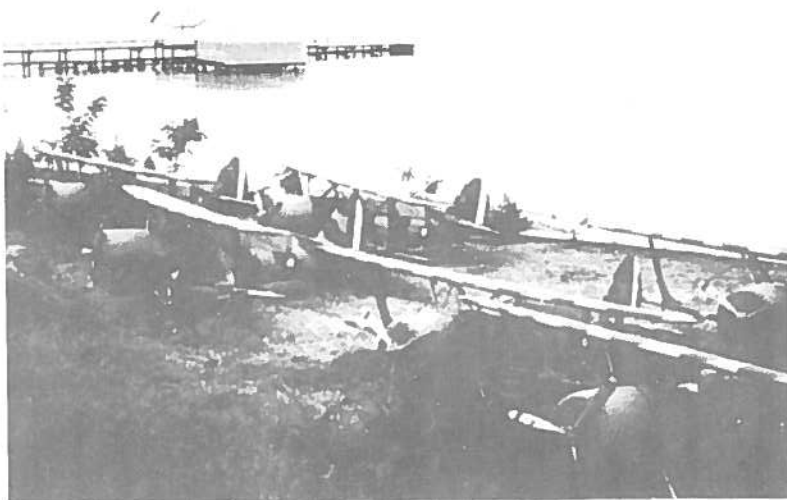
PZL L-2



CWL WZ-X



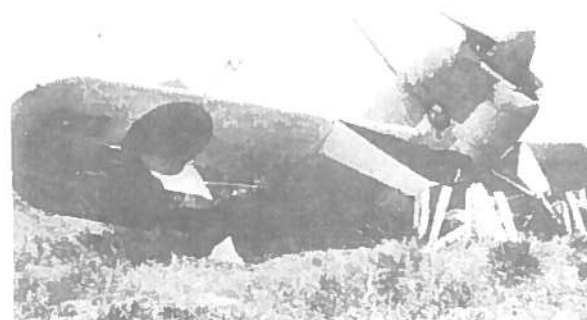
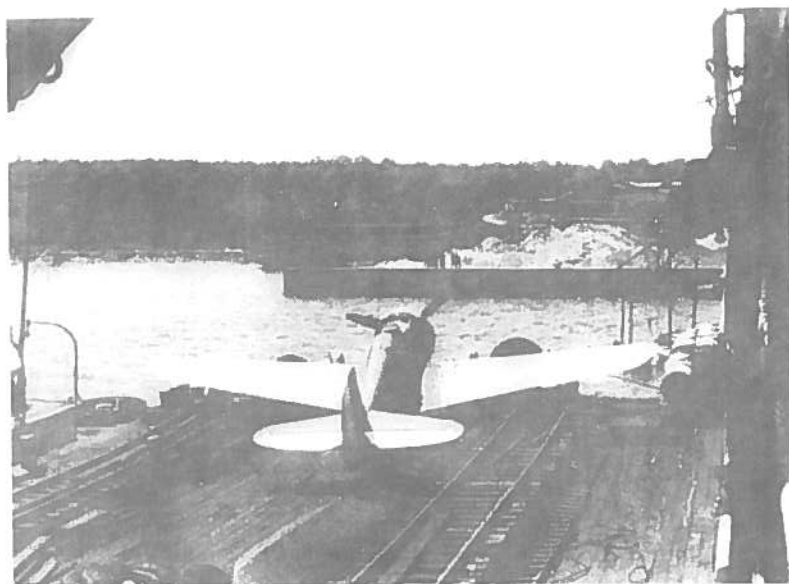




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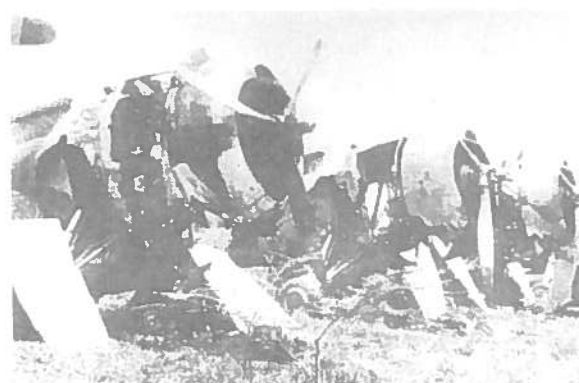
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